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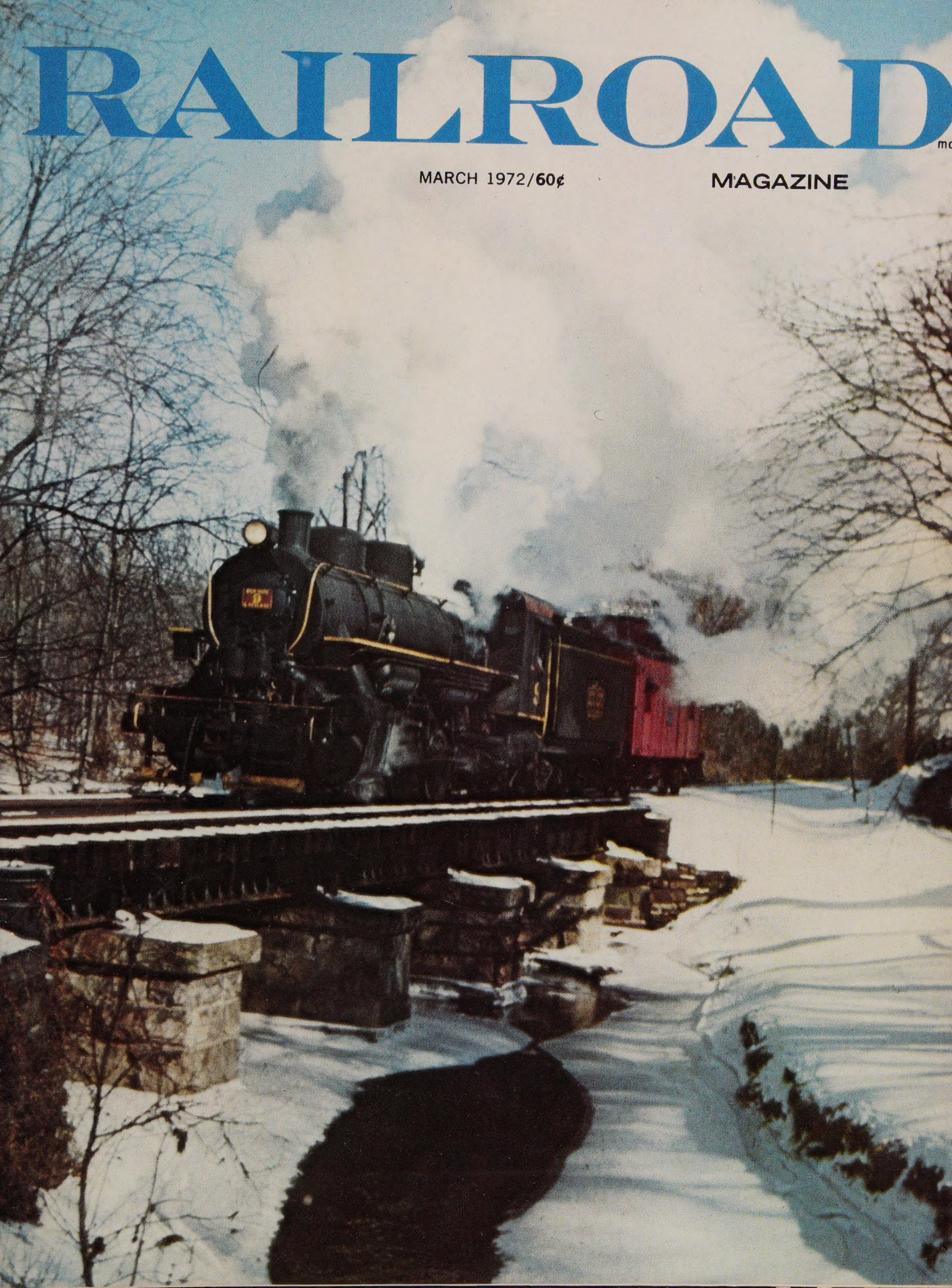
MARCH 1972/60¢

MAGAZINE



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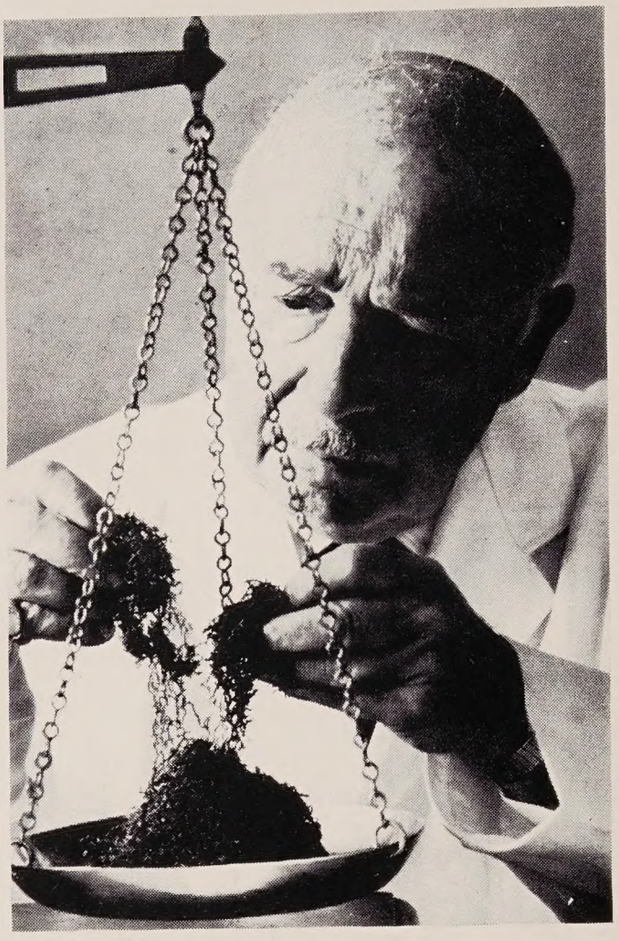

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 90, No. 5 MARCH, 1972 60 CENTS

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Seaboard Coast Line engine No. 583, EMD, class E-8, pulls into Ft. Lauderdale, Fla., on a December day in 1970 with the southbound *Silver Meteor* as Alco-built RS-3 No. 1165 waits on a siding.
Ed Kapriske (Pennsy ex-brakeman), 720 Terrill Rd., Plainfield, N.J. 07062

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first run of the new

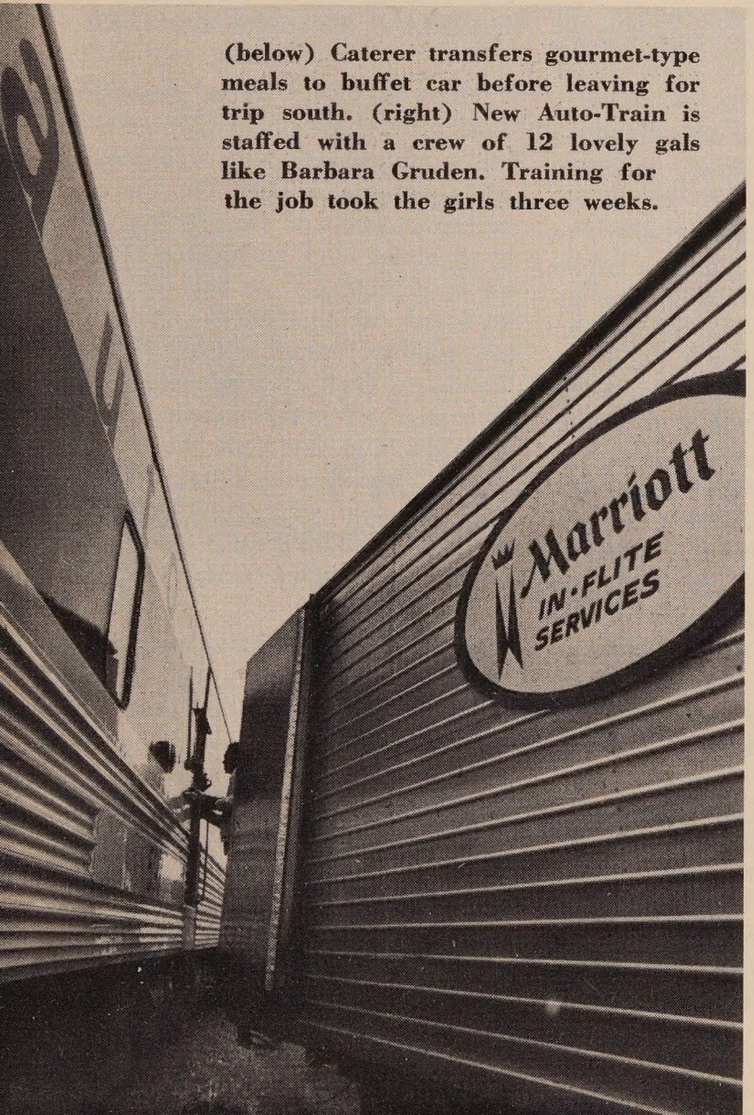
New look in rail travel is this twin-unit dining car on the Auto-Train that made its maiden run on Dec. 6, 1971, from Lorton, Va., to Sanford, Fla., 900 miles in 15 hours. The ex-Santa Fe domes, painted red, white and purple, leave Lorton daily at 8 p.m., arriving at their Florida destination, 11 a.m. next day. Services offered are buffet-type dining car, lounge and bar service on the lower level of dome cars, coach seats in domes, sleeper cars, and your auto on the train.

Photographs by Chris W. Skow, P.O. Box 9125, Alexandria, Va. 22304

All abroad for southern climate! Engineer M. V. McClintock gets ready to highball the Auto-Train onto the RF&P line at Lorton, Va., for the train's first run to Florida. The new GE locos stay on the Auto-Train all the way.

Inside the "new look" lounge on lower level of ex-Santa Fe dome cars once used on *San Francisco Chief* and *Chief*.

(below) Caterer transfers gourmet-type meals to buffet car before leaving for trip south. (right) New Auto-Train is staffed with a crew of 12 lovely gals like Barbara Gruden. Training for the job took the girls three weeks.



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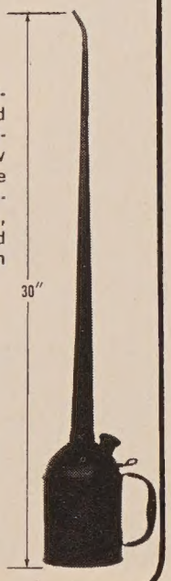

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THE MAIL CAR

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FRONT COVER shows New Hope & Ivyland 0-6-0 No. 9 with a work extra near New Hope, Pa., on Jan. 24, 1970, photographed by Frederick G. Bailey, Bellows Falls Rd., Walpole, N.H. 03608. (Next month we will have a cover picture by J. Howard Audibert showing a St. Johnsbury & Lamoille County diesel crossing a bridge in Morrisville, Vermont.) ●

RELUCTANTLY, the Reading Company has followed Penn Central into bankruptcy. Both systems are Philadelphia-based. Reading operates some 1,200 miles of railroad in Pennsylvania, New Jersey, Delaware. Its bankruptcy is due to inability to pay $11 million debts and taxes, but according to President Chas. Bertrand, basic causes were increased wages, taxes, and material costs plus a big drop in 1971 revenue brought about largely by strikes of railroad men, coal miners, and longshoremen. ●

POSSIBLY the most widely quoted remark of any railroad president is "The public be damned!" which William H. Vanderbilt, then president of the New York Central, uttered nearly 80 years ago. This phrase is often attributed erroneously to his father, Commodore Vanderbilt, who may have *thought* it many times but is not on record as ever having said it. Muckrakers dig up that expression now and then as typical of the attitude of railroad barons in general. But according to two letters printed in The *Wall Street Journal*, "Billy" (as his father called him) didn't really mean it. The true story behind this remark seems to be that several newspaper reporters strong-armed their way into Billy's private railroad car while he was at dinner. Confronting him in mid-forkful, we are told, they demanded an interview on the spot. The fiery-tempered tycoon with long side-whiskers asked them to wait until he had finished eating; but one man retorted, "The public can't wait." Well, under the circumstances, what would *you* have said? ●

INDIA. I am spending a year here on a research project sponsored by the University of British Columbia. India's railways are expanding. A major new bridge across the Ganges was opened recently, two long extensions of broad-gage railways are under way, and some heavily-used lines are being double-tracked. How different are the American carriers, with their pitifully thin Amtrak timetable! I brought one with me, and friends here just can't believe it shows practically all the intercity passenger trains left in the States. Aside from security rules due to war with Pakistan, which interfere with my photographing trains, I find the railway personnel friendly and helpful. India still has a lot of active steam power.—Fritz Lehman, 183 Pataliputra Colony, Patna 13, Bihar, India. (*Ed. note*: Fritz is one of our authors. I have asked him to do a feature article for us on steam in India.) ●

BRIEFLY SPEAKING. I like especially your true tales of the Steam Age such as "The Wrecking Boss" by Ken Goodman in the January issue; also oldtimers' stories in the *Mail Car,* and the steam pix (especially those from Harry P. Albrecht). I even enjoy the advice on good nutrition that your editor gives now and then for his readers' benefit.—Tom De Fazio, 2514 Ruffner Rd., Melbourne, Fla. 32901.

Harry Bedwell's stories about Eddie Sand remind me of an oldtime Southern brass-pounder who told me that, while working at Lula, Ga., he saw a brakeman knocked from a boxcar top by lightning and killed. He also told me of a trick that the boys on the old Seaboard Air Line used to dodge the law against running freight trains on Sunday in Georgia. They would put a mule in a cattle car, hook that car onto a freight train, and send the train out. At that time, livestock trains in interstate shipment were exempt from the blue law.—Harold H. Pruitt, 1198 Dawsonville Rd., Gainesville, Ga.

Several readers have pointed out that the train shown on page 42 of our January issue is Western (not Southern) Pacific Railroad. ●

LONDON has a "Collector's Corner," British Rail's official surplus store on Cardington Street, just behind Euston Station, where you can buy bargain-rate nostalgia of steam loco days and obsolete railway depots of the Victorian period. As rail lines are

modernized or closed down, relics of them are carefully unscrewed or levered away, to be put on sale in what is probably the only shop of its kind on earth.

The staggering range of stock goes from uniform buttons and locomotive lamps to fire buckets and mahogany waiting-room clocks with long and loudly ticking pendulums, priced from the U.S. equivalent of $30 to $45. Choicest items are the heavy, ornate, brass nameplates once proudly worn by British express locomotives. Originally cut by hand in the 1920's or '30's, they are now valued at around $300 each.

Popular with restaurant decorators seeking Gaslight Era items are full-size station platform signs up to five yards long, like the largest presently in hand, reading "Birmingham Curve Junction." At the opposite end of the scale, the most popular small item is the decal printed with the injunction, "Gentlemen Lift the Seat!" Not strictly railway but in heavy demand are hundreds of wall telephones with hand-wound calling signals that could easily be fitted up between children's rooms. ●

A SMALL gray office located just southwest of a major rail crossing in Memphis Tenn., controls a great deal of north-south and east-west rail traffic. (See photograph below.)

This office is at Broadway Crossing, a most unusual place in that the signal that controls the traffic movement is an ordinary traffic stoplight located atop a 20-foot pole at the crossing.

O.C. Vanderford, the switchtender who operates the signal during the day shift, says he and the other two men who work at Broadway Crossing are the only switchtenders on the IC in the Memphis Terminal area.

Vanderford has been working at Broadway for the past 15 years, and has been an IC employe for 34 years. He says he has never seen another signal like the one at Broadway since he has been working for the IC.

The signal is controlled by a manually-operated switch in the small office just west of the crossing. There are five tracks with east-west traffic that belong to the Missouri Pacific, Rock Island and Frisco lines. These tracks run west to a bridge over the Mississippi River. The five north-south tracks are the main line and yard lead tracks of the Illinois Central.

There are also wyes on all four corners of the big crossing, so that interchange of cars from one road to another can be handled easily, or so that switching can be done. Vanderford says that as many as 150 freights pass over the crossing daily, not including switching runs which use the crossing also.—J. A. Correro, Jr. in *IC Magazine*. ●

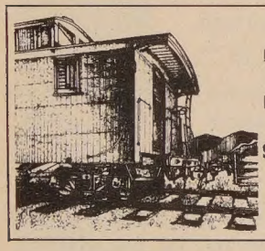
MEXICO will invest more than $160 million to bridge the mountainous last gap in a railroad line to connect Matamoros on the Gulf of Mexico (opposite Brownsville, Texas) with Mexico's principal Pacific port, Mazatlan. This will give northern Mexico its first coast-to-coast rail link. The 200-mile gap runs through "the devil's spine" section of the Sierra Madre Occidental Mountains and involves a descent of more than 6,000 feet in extremely difficult terrain to sea level near Mazatlan. A major port will be built at Matamoros. The completed line will traverse 5 industrially or agriculturally important states: Tamaulipas, Nuevo Leon, Coahuila, Durango, and Sinaloa.

A few years ago, Mexico's engineers and railroad construction experts overcame similar obstacles to build the spectacular Chihuahua-Pacifico rail line 270 miles to the north. ●

UNWORRIED by Amtrak, the residents of Heber, Utah, a community of 3,000, are proud of their new steam-powered Wasatch Mountain Railway. Putting this line on the map called for raising $90,000 to get it started and challenging the promoters of a super-highway by lobbying at the legislative level.

"Derailments, snowslides, bank presidents, politicians—we've dealt with them all," says Lowe Ashton, the bald, barrel-chested head of this railroad.

The *Heber Creeper* train, making two round trips, averaged 200 passengers on week-days last season. Upwards of 400 rode the 18-mile line's odd as-



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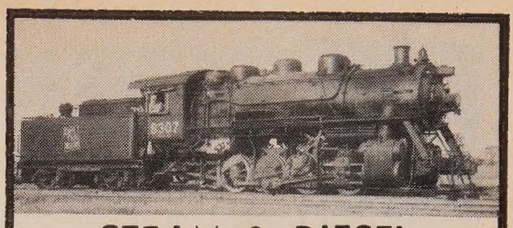

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sortment of rolling stock on three round trips each Saturday and Sunday. "But, like most tourist roads," says Mr. Ashton, "we close in winter."

In its route from Heber to Wildwood and Bridal Veil Falls, the line, utilizing the roadbed of a one-time Denver & Rio Grande Western branch, traverses a high mountain valley in which cattle graze in knee-deep grass, skirts 10-mile long Deer Creek reservoir, runs in the lee of 11,000-foot high Mt. Tipmanogos, and follows the rippling, trout-filled Provo River down to Falls station. To officials of the larger Rio Grande, the Heber branch was scenic, rugged, and a money loser. Says former Rio Grande vice president Henry Riggert, "We just couldn't make it pay."

The line once carried sheep by the thousands, as well as feed and equipment for ranchers, but the business just dried up with highway haulage. As for passenger runs, the Rio Grande's best efforts couldn't keep the daily mixed train or "accommodation." Today's steam-powered *Creeper* takes better than an hour for the downhill run from Heber depot to Falls. Uphill chuffing and huffing against a two-point grade, the run is more of a walk. Passengers are entranced by the scenery, the sound of a steam locomotive whistle, and the smell of sagebrush. ●

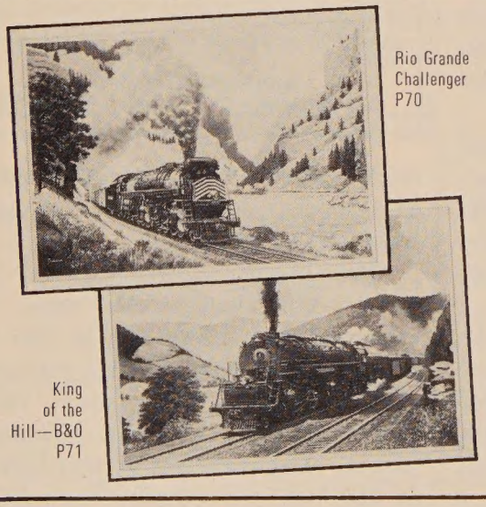
JIM POAGUE, a retired Missouri Pacific brakeman living in Van Buren, Ark., recalls that his 45-year rail career started because he wanted to get away from a meat market job in Sallisaw, Okla., where he worked seven days a week from 4:30 a.m. to about 9 p.m. After spending two years helping to reinforce railroad bridges from Little Rock, Ark., to Coffeyville, Kansas, he became a brakeman.

"That," he says with a laugh, "was when I got back to long working hours. Often during cold weather our train took 16 hours to roll the 84 miles between Van Buren and Wagoner. In the days of kerosene lanterns, a brakeman was judged by the way he kept his lamp. If it was clean, you were considered good material; but if you worked with a smoked-up globe, well, that was another story."

At that time six Missouri Pacific passenger trains ran on the line between Van Buren and Wagoner. Two were locals: the *Rainbow Special*, which made few stops, and a shoppers' accommodation, which covered only part of the distance. The last of those trains passed out in 1960.

Jim says that freight brakeman used to collect small fares, when possible, from hoboes who rode their trains. He remembers when a boy en route from Van Buren to Ozark paid a brakeman 25 cents to ride a tank car, tried to get off while the train was moving, but fell and lost a leg. Later, his relatives sued the company. When the brakeman admitted that the lad had paid him, the court ruled that this constituted paying a fare, and granted a judgment against the company. Thereafter, the brass collars enforced the rule against paid freight passengers.

Oldtimers told Jim many stories about bootleggers who rode the freights and moved their liquor into Oklahoma. Mysterious strangers would arrange with a train crew going out at night to haul booze to the old waterworks spur located about 3½ miles west of Van Buren. The crew would wait for them to load their liquor and later would stop at Sallisaw, Braggs, and Fort Gibson to let them unload. Bootleggers had to pay a fee of $25 for the stops; this money was divided equally among the train crew. ●



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YOUR January issue reprinted an item by Tommy Thompson that appeared in the *Houston Chronicle* about the profitability of privately-operated railroads vs. Government-owned. It's too bad that such stuff has to be passed about as authentic. From the accountant's point of view, it is pure junk-writing, full of unwarranted conclusions drawn from unauthenticated statistics.

A typical misrepresentation states that only U.S. and Canada have profitable rail systems (private businesses). How about British Railways? The story was in the newspapers: they made a substantial profit last year—a profit while plowing millions of pounds back into research, something the private companies in this country fail to do with evident results! (There are exceptions, of course.) This unresearched propaganda of Mr. Thompson's has no place in *Railroad Magazine*. It's a lying attack on the principle of Government ownership of railroads—or may we say ownership by the people?—Ted Wurm, 123 Monte Vista, Oakland, Calif. 94611. ●

ALTHOUGH Mrs. Phyllis Rainbolt has been working 27 years for the Santa Fe, her job as station agent at Kaw City, Okla., has fallen victim to the $116 million Kaw City Lake project. When the lake is enlarged, miles of track will be flooded. Instead of trains running through Kaw City, boats will be gliding over what is now the townsite. How much longer this depot will be open is uncertain.

"It's up to the ICC," says Mrs. Rainbolt, "since the Santa Fe has sold to the U.S. Government 23.8 miles of track from Newkirk to Burbank, including the Kaw City right-of-way."

At this writing, the indication is that the town, including the depot, will be vacated very soon and the lady agent will "bump" into someone else's station job on the Santa Fe. She comes from a rail family; her father, mother, daughter, and two brothers have been, or still are, on the Santa Fe payroll. Railfans have long had acquisitive eyes on the old yellow depot, which contains a working Morse telegraph sender and receiver still used between station points. There are also manually-operated order boards. All switching and signaling in that area are done manually. ●

ABANDONMENT of some Jersey Central trackage in Luzerne County, Pennsylvania, reminded me of a

Donald Sims took this photograph while looking out of the South Park shop building of the Los Angeles Transit Lines almost 20 years ago. You glimpse the pit where repairs were made to the streetcars damaged by automobiles, etc. Major work was done in a nearby structure.

similar abandonment near here by the Lehigh Valley about ten years ago. Though I was only 12 at the time, I was disappointed to realize that no longer could I climb on a boxcar as the train moved slowly up the grade out of Wyoming Valley, or hear the toot of the little switcher on a clear cold night, or wave at the trainmen.

My biggest thrill came in about 1956 when they were laying pipe for the Transcontinental Gas line near Dallas, Pa., and the pipe was brought in by train. One day two big steam engines hauled up the grade what must have been 100 cars loaded with pipes. When I am in New York City now, I sometimes remember that the gas which heats buildings and cooks food flowed through the pipes that once were hauled by those two monstrous engines on the so-called "Pumpkin Line." The *Wilkes-Barre Record* published the following editorial about ten years ago:

Lehigh Valley's application to abandon part of its Bowman's Creek branch from Dallas to Noxen recalls an unusual event in local railroading history. More than 20 years ago, during the 1940 flood, unprecedented high water on the Hudson River caused rerouting of New York Central trains over the Lehigh Valley for a 36-hour period.

One of these was the crack 20th *Century Limited*—then the nation's No. 1 passenger train. Just as the 20-car deluxe express arrived at Wilkes-Barre station, word was received that the Vosburg Tunnel was flooding, due to rising waters on the Susquehanna. Old Dan Webster was then train dispatcher. He remarked as he gazed out of the depot window at the blazing lights of the jam-packed train halted below: "Well, boys, we've got to route 'er over the Pumpkin Line." (This was the popular term for the Bowman's Creek branch, which then extended from Plainsville to Towanda).

Sure enough, the huge express screeched slowly around the curves through the Luzerne Narrows, past Harveys Lake, Noxen, and then ground over the steep grades of North Mountain to join the Lehigh's main line at Towanda. The sight of that brilliantly lighted streamliner, filled with hundreds of bewildered passengers as it snaked through the deep wilderness of the back country, was an event which will long be remembered.

I only vaguely recall the Steam Age, but I appreciate your stories and pictures of that era.—Arthur R. Rand, P.O. Box 142, Luzerne, Pa. 18709. ●

NEWSCAST. The first stretch, 313 miles, of a Chinese-backed railroad in Africa was completed recently, linking two countries, Tanzania and Zambia. The first train over it carried construction equipment. Work on the Tanzan Railway—Peking's biggest overseas aid venture—began two years ago and now is expected to be completed in 1974, two years ahead of schedule. Its total length will be 1,162 miles. Some 13,000 Chinese advisers are engaged on the project, which will give landlocked Zambia a new outlet to the sea, avoiding the present rail links through white-ruled South Africa.

Long Island Rail Road is preparing to pave a half-mile of railroad crossings with rubber under a Federal financial assistance program. This is the largest order ever received by Goodyear Tire & Rubber for the molded rubber pads which have taken the bumps out of more than 800 railroad crossings in the last 16 years. The order is for 25 crossings, totaling 2,607 running feet of track.

A trainload of Stirling Homex Corp. modular housing made an overnight trip recently from upstate New York to a college campus in northern Pennsylvania. The special unit train, with 30 flatbed rail-cars designed by Stirling Homex, was loaded at the corporation's modular housing plant in Avon, N.Y., for shipment by the Erie Lackawanna to the Bradford, Pa., campus of the University of Pittsburgh. Then the 150 townhouse modules were installed in 14 calendar days as the first phase of a new building program sponsored by the University with the aid of the U.S. Department of Housing and Urban Development.

Long Island Rail Road, cooperating with four Protestant churches and one Catholic church, helped some of its passengers to observe Yuletide by permitting a series of three ecumenical Advent services to be held in a specially designated car on a regular Northport-to-Jamaica commuter train on Dec. 14, 21, and 28.

CP Rail has set up an intermodal distribution system involving rail, highway, and water shipments that could move more than 40,000 automobiles and trucks per year into Canada's four Maritime provinces. Most of this will be done through a 23-acre automotive distribution compound now being built in St. John, New Brunswick.

Governors Gateway, an 800-acre industrial park located in Park Forest South, Illinois, is now rail-served from the Illinois Central main line. The Chicago Switching Committee has passed favorably upon application to have this area included within the Chicago switching district. This extension will give additional industries the big city's basis of rates on carload movement and will provide reciprocal switching between connections with Chicago rail carriers. ●

CABOOSE COOKERY. After reading the chapter on this subject in Bill Knapke's book, *The Railroad Caboose*, I want to add my two cents' worth. My older brother Bill was a boomer brakeman, switchman, and fireman who worked on railroads all over North America. He told me that when he was braking one winter on the Florida East Coast line his old conductor almost invariably served a delicious scrapple made of bacon or sausage meat for breakfast in the caboose; and this is how it was made:

Take one pound of pork sausage meat or half a pound of bacon. Fry it in small pieces and then lay the pieces out on a paper towel to dry. After that, mix cold water, cornmeal, salt, pepper, and sage. Slowly pour this mixture into boiling water, stirring constantly. Again bring to a boil, then continue cooking over slow heat, stirring for about five minutes. Then add your bacon or sausage meat and pour into a frying pan. It is now ready to eat; or you could chill it overnight, then cut it into long pieces or squares and fry for breakfast.

Bill said the conductors down South used to bake a lot of biscuits from white flour, which were hard to digest, and that in his opinion those conductors were the poorest cooks he ever worked with. He also told me about frying moose meat in the North and range beef in the West on a scoop shovel held in the engine's firebox.

"Down South," Bill said, "many crews carried Colt or Smith & Wesson revolvers for the tough scraps between hoboes and train and engine crews."

My brother was killed while switching for the Canadian Pacific at Winnipeg in 1911. As a kid, he had worked as a lumberjack, then as a gandy dancer; later, he and a pal named Bill Bailey worked for a circus, I don't know which one, from Texas through to Alberta. He was a heavy drinker. He often got into fights and was fired many times; but being a boomer, each time he just went on to another job.

The subject of caboose cookery reminds me of the time I was braking for the Northern Pacific on the Minnesota International branch, MI, which we nicknamed the Mike & Ike. A telegraph operator at Funkley, Mich., who

had just arrived from the White Pass & Yukon, taught us how to make sourdough flapjacks, and soon we were having these indigestibles for breakfast almost every morning. They're great for giving you constipation.

The "Tortilla Kid," a Mexican brakeman off the Nogales & Guaymas line, was strong on his native tortillas and introduced them into our caboose diet. In time we had exotic foods in the old crummy, but our staples were French-Canadian pea soup, Boston baked beans, and coffee. The agents and telegraph operators would give us venison and other wild meats, which we supplemented with vegetables stolen from the farming areas.

Later in my wanderings I worked with such characters as "Sourdough Sam," "Blanket Joe," and "New Blankets Joe." The last-named fellow got his nickname from the fact that in the North he bought some Hudson Bay blankets and sheets. He would keep his bed really neat and clean so as to attract and seduce Indian and Eskimo girls. I have heard young Eskimo kids say New Blanket Joe was their father.

In those days, a switching job could usually be had in Winnipeg in late fall and winter, because so many men would lay off for the cold season and head South; but what a helluva cold windy job it was batting freight cars around the yards during a Canadian winter! Some of us went South in summer to replace the home guards who laid off during the excessively hot weather. Many a boomer in western Canada laid off in winter to take jobs feeding livestock. These jobs paid very little; but the grub and flop were free, so what the hell!

In eastern Canada we boomers sometimes hibernated in tie camps or just shacked up in old camp huts. One summer in Reddit, Ontario, I occupied a summer cottage, trapped and snared rabbits, and had a pretty good time, buying old magazines for 25 cents a bunch. We'd read those magazines, including *Railroad*, until we wore the covers off.

Some boomers went native, married Indian girls or Creoles, and stayed in the northern muskegs, the desert country, or the Louisiana or Florida swamps. All this has very little to do with caboose cookery, but the old subject just opened a flood-gate of memories.—George J. Gale, 2527 Buker St., Olympia, Wash. 98501.

Harold Estudillo, Jr., 850 Cinnabar St., San Jose, Calif. 95216

Snow was swirling around the icicle-fringed station and the mercury was way down when a Southern Pacific train stopped at Norden in California on November 11, 1964. Presumably the agent had a "31" order to give the crew.

Heavyweight sleeping car no. 1683, *Ste. Hyacinthe*, recently bought by Pacific Coast Chapter, R&LHS, from CN, completed 4,103 mile trip from Montreal to Sacramento, Nov. 2, 1971. After leaving WP-CCT interchange at Sacramento, car joined other valuable rolling stock.

Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif. 94061

PHOTOGRAPHS OF THE MONTH

Standing along BN tracks at Bemidji, Minn., July 24, 1971, is an old Northern Pacific water tower where NP 2600's used to drink.

Jerrold F. Hilton, 17775 Royalcrst Drive
Brookfield, Wis. 53005

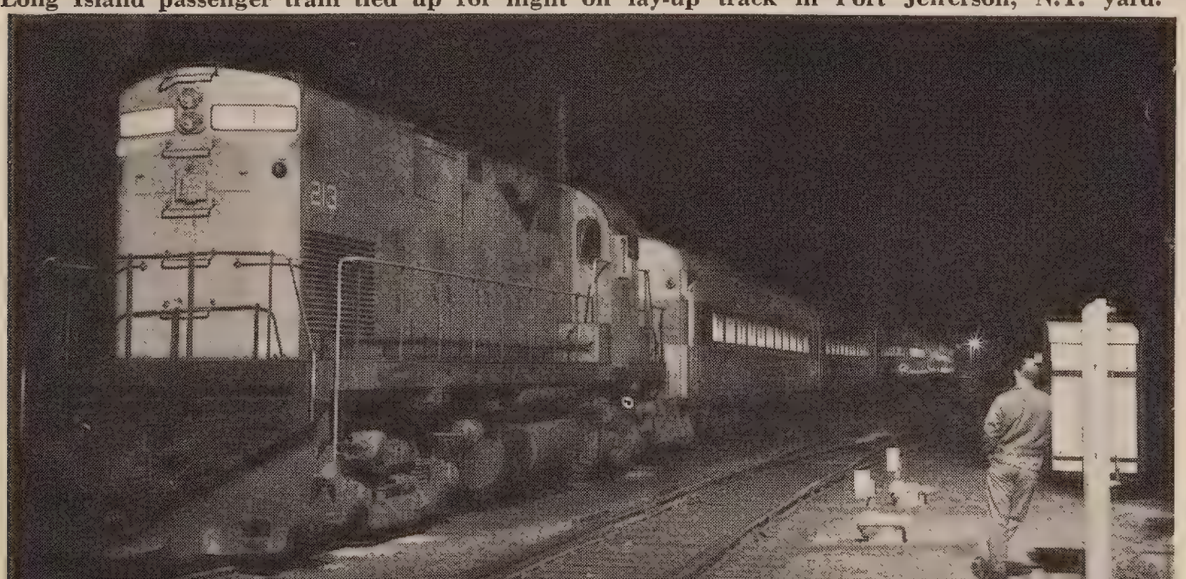
Edward Whittle Puts Gold Leaf on Old Engine's Lettering

This dinky, the Kauila, then owned by Oahu Ry. & Land Co., pulled three flatcars full of passengers on a narrow-gage track September 4, 1889 for Hawaii's first commercial train ride. All riders were friends of the rail line's president, Ben Dillingham. Engine is now on display at Bishop Maritime Museum in Honolulu. Kauila, in Hawaiian, means "lightning."

Photograph from Dillingham Corporation

John R. Taibi, 1465 Mana Tuck Blvd., Bay Shore, N.Y. 11706

Long Island passenger train tied up for night on lay-up track in Port Jefferson, N.Y. yard.



"She'll be comin' 'round the bend. . . ." 18-year-old Wendy Hunnicutt of Sterling Heights, Mich., is waiting for scenic ride on train pulled by "Big John," a 2-8-2, at Goldrush Jct. in Pigeon Forge, Tenn., October 19, 1971.

William T. Morgan, P. O. Box 6863, Ft. Myers, Fla. 33902

First electric car operated in New York State was this four-wheeler on the Ross Park Line of the WSE Ry. in 1886 in Binghamton, N.Y. The line was part of Binghamton Railway Co. The first electric car line was opened earlier that year in Montgomery, Ala. Note the cobblestone street with car atop small turntable.

Harpur Hills Railway Museum, 9 Martha Road (Vestal) MR 93, Binghamton, N.Y. 13903

Edward E. Blackman, P.O. Box 89, Georgetown, Conn. 06829

Yankee women's lib in action. Mrs. Opal Butler, second trick operator for Penn Central at Branchville, Conn., hands up an order to fireman John Pickering on train 1146 in August, 1971. Fireman and op look happy about it all. Kid is curious.

Hogger pushing No. 2952, hauling passenger train 326 eastbound from Tillamook to Portland, Ore., winter of

Old Snowshots of SOUTHERN PACIFIC STEAM

Oil-lamped No. 2929 pants her breath into the frosty air at Timber, Ore., about 1914. Timber, at 977 feet, is 58 miles west of Portland, on Tillamook branch, had small roundhouse, and was center of operations on the branch line.

No. 2931 with wedge plow on Timber-Hillsboro local freight train 238 in winter of '14 at water tank, Cochran, Ore.

No. 2931 with wedge plow on siding at Mayo, Ore., 12 miles west of Timber, clearing snow for train 238, about 1914.

Guy L. Dunscomb, 1418 Fordham Avenue, Modesto, Calif. 95350

Early 20th century railroading along a SP branch line in tall timber country. Oil-lamped No. 2927 was often seen in similar nostalgic off the main line scenes pulling specials in northern California and Oregon. Cooke built many of the 2900's for the western road. This 4-8-0 was constructed in 1883 with 20x30″ cylinders and 56″ drivers.

The Railway & Locomotive Historical Society, Inc.
Harvard Business School, Boston, Mass. 02163

2927
2927

Friendly Santa Fe conductor waves greeting to Greene family of Belen, N.M., as train passes through Mountainair.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Elmer Treloar, 101 California Street, Highland Park, Mich. 48802
Ontario Northland Pacific No. 702 on southbound train ready to leave Cochrane, Ont., for North Bay, June 23, 1952.

A thousand people visited the Turbo Train at Penn Central station, Kankakee, Ill., September 5, 1971. Little boy at left appears more interested in toy than arrival of new train.

James G. Schneider, Box 552, Kankakee, Ill. 60901

Elmer Treloar, 101 California St., Highland Park, Mich. 48803

Eastbound Dominion Atlantic train No. 98, on typical single-iron run, passes through Mt. Uniache, N.S., on run from Yarmouth to Halifax.

The Greatest Concentration of STEAM

Text and Photos by
B. Thomas Walsh

Great Western loco 0-6-0 switching at Billings, Montana, is the largest engine used by the sugar beet operation.

B. Thomas Walsh, 5620 Centre Ave., Pittsburgh, Pa. 15232

ASK any railfan which organization is operating the most steam locomotives in America today. Steamtown, U.S.A.? Strasburg Rail Road? No? Well, how about the combined California and Florida operations of Disneyland? Or maybe the fleet of ex-Grand Trunk Western engines still working for the Northwestern Steel & Wire Company at Sterling, Illinois?

None of these qualifies. Actually, on top of the list is the Great Western Sugar Company, which operates steam switchers during the beet harvest season at twelve different plants located in Colorado, Nebraska, Wyoming, and Montana. This company is better known for its ownership of the bustling Great Western Railway, a prosperous short line, one of the last steam holdouts in the country.

As recently as the 1962-'63 beet harvest, 2-8-0's numbered 51 and 75 and 2-10-0 No. 90 saw limited service. (Consolidation No. 60 was not involved.) Diesels acquired only a few months before were put on double shifts to eliminate regular use of steam at that time. Famed Decapod No. 90 hauled an excursion train on September 2, 1963, in connection with the National Railway Historical Society convention in Denver. In 1967, this beautiful engine was acquired by the Strasburg and has highballed continuously over that short line ever since. Consolidation No. 51 also has been preserved. She handles occasional excursion service out of Denver during the summer.

Today the Great Western Railway is somewhat less photogenic but just as busy as before. An amazing 75,000 carloads are wheeled by only five diesels in the four-month beet harvest season from October to January. Small wonder the GW consistently turns in an operating ratio of under 55 percent! Most of the traffic consists of inbound sugar beets and outbound molasses. It is interchanged with the Burlington Northern and the Union Pacific. Shops are located at Loveland, Colorado; and the 63 miles of main line connect with plants at Longmont, Windsor, Eaton, and Johnstown.

Some of the traffic originated on line is moved in GW's fleet of 34 molasses tank cars and 194 gondolas. (A number of the latter came from the Utah Railway and still bear the faded slogan "Utah Coal Route.") The bulk of sugar beet traffic, however, is carried in cars from connecting carriers bearing the designation "For Beet Sugar Traffic Only." BN has the greatest number of such cars, including wood-sided hoppers built in 1944. Numerous other cars are loaned during the harvest season by railroads far removed from the scene, such as Norfolk & Western and Duluth, Missabe & Iron Range.

The Great Western is maintained in fine style. It boasts six bright yellow cabooses, whose cleanliness is attested by the occasional passengers who ride them on the 29-mile run between Loveland and Longmont. A daily freight is scheduled to depart shortly after 9 a.m. from Loveland station, with return from Longmont in early afternoon. Since Amtrak killed off the few remaining mixed trains in the U.S. (notably on the Union Pacific), the Great Western and the Reader Railroad are probably the last surviving roads still providing such service. Many years before, passengers were carried in combination car No. 100, now on display at the Colorado Railroad Museum at Golden.

With the disappearance of steam on the common-carrier part of their rail

Only Porter on GW. Locomotive makes a move to pick up empties at plant in Billings, Montana. Track isn't far from BN road.

operations, attention is now focussed on the small steam dinkeys used to switch carloads of beets at scattered Great Western plants in the four-state area. Basic operations consist of emptying hoppers of sugar beets into a trough of fast-moving water which carries the beets into the processing plant. Water pouring out of high-pressure hoses loosens and washes the beets out of the rail cars. Vast quantities of water are used, especially in the last half of the season, when the beets are frozen and stick tightly to the car sides. Spray from the operation often spills over the engine, so that the surrounding track is usually wet. Under such circumstances, steam however operates better than diesels, which is the primary reason for steam being retained into the indefinite future.

Great Western Sugar Steamers

Location	Type	Serial No.	Date Built	Notes
Bayard	0-4-0T	1871	Sept. 1920	Cannibalized
*Bayard	"	1998?	July 1924?	ex. Lyman
Brighton	0-4-0T & T	1950	April 1923	Not in use. No. 17.
*Mitchell	0-4-0T	1990	March 1924	Blue-green. No. 29.
*Scottsbluff	"	2003	Sept. 1924	Propane, natural gas
*Fort Morgan	"	2089	Feb. 1928	ex.-Brush
*Fort Morgan	"	2176	Oct. 1930	
*Lovell	"	2090	April 1927	Natural gas, oil
*Sterling	"	2121	March 1928	
Longmont	"	2123	April 1928	Direct coupled
*Loveland	"	2148	April 1929	Geared
Ovid	"	2150	Jan. 1929	Orig. 36" gage
*Gering	"	2267	Aug. 1938	
*Billings	0-6-0T	7059	July 1928	No. 3

All engines were built by Davenport except the Porter 0-6-0T at Billings. None are numbered except those at Mitchell, Brighton, and Billings. Davenport diesel 2450 at Longmont. GE 380 hp., built Sept. 1942, used at Johnstown (no sugar beet traffic). All engines marked by * are in active service.

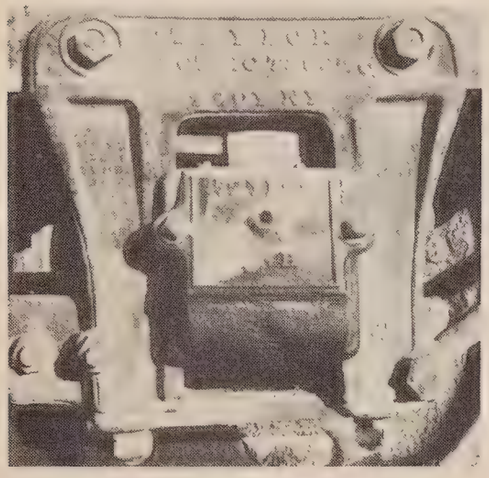
A single exception is provided by the Great Western mill at Longmont, which employs a small, specially-protected, four-wheel Davenport diesel. (An aluminum-painted steam switcher, kept as backup power, has not been used for two years.) Experience elsewhere with diesels has been less than satisfactory. When an accident at Loveland put the plant steamer out of service for two weeks, the company pressed into service one of their regular 600-hp. railway diesels. To protect the wiring and electrical parts from getting fouled by water, an idler car was placed in front of the diesel.

As a result, the coupling job became considerably more cumbersome. Furthermore the space taken up by the idler car restricted switching movements to one car at a time rather than the usual two over the beet dump.

The beet harvest runs from about the first week in October to mid-January, the exact length depending on the size of the crop. The plants at Lovell, Wyo., and Billings, Mont., which are separated by more than 500 miles from the other plants, receive beets by rail from greater distances and generally operate well into March.

During the season, most sugar beets are received by rail in the early stages, and the engines are operated round-the-clock seven days a week. As the peak approaches in November and December, priority is given to beets shipped by truck, so that farmers can unload more rapidly and complete the harvest before the beets get frozen in the ground. With intake capacity being fully utilized by trucks, the dumping of rail cars at many plants is halted or sharply reduced in daylight hours.

Unusual tender trucks made by Taylor Electric Truck Co., Troy, N.Y.



GW employee unhooks hose from natural gas outlet after pumping gas into round tank on side of locomotive at Lovell, Wyoming. Lovell, on BN, is near Cody.

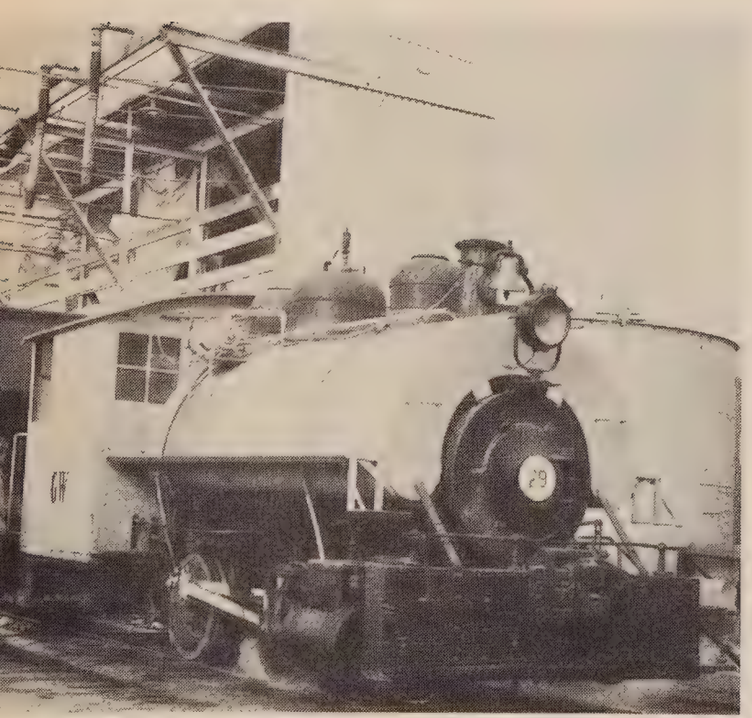
Depending on location, plants which earlier handled 40 to 80 carloads per 24-hour period, reduce rail car unloadings by one-third or more late in the season. Unloading time, especially for the large 50-ton hoppers, is increased to a half-hour or so per car.

Shipment of sugar beets by rail is still very important, but the long-term trend is downward. Minimum costs per car received from common-carrier connections have risen from $16 to $26 in five years. Plants at Lyman, Neb., and Fort Collins and Brush, Colo., all formerly boasting steam locomotives, no longer get rail shipments of beets.

A similar decision was made two years ago at the Brighton plant, located less than 20 miles from Denver. Their steam switcher is still on premises, but the inspection period has lapsed since March, 1970. The engine is distinctive, being the only one with a tender. Instructions to the engineer, posted inside the cab, include a requirement that train movements be preceded with a red flag during daylight and a red lantern at night. (Shades of the old West Side Manhattan operations of the New York Central 40 years ago!) The tender, still boasting an adequate supply of coal, has odd trucks bearing the inscription "Taylor Electric Truck Co., Troy, N.Y. Patented 1910."

At Ovid, Colo., a switcher converted from 3-foot gage is kept in operating condition, but was not used in the 1971-'72 season. Markedly smaller crop yields led to the decision to combine rail shipments from the area with those being received at Sterling. The engine recently passed inspection and will undoubtedly see service this coming fall.

Steam works at nine locations this year. Ten steamers are used regularly, since the plant at Fort Morgan, Colo., has two engines which are alternated in service. Two others are also kept at Bayard, Neb., but one is being cannibalized for parts. The active loco, however, boasts the only spark arrester of any Great Western engine. Following an accident five years ago when she ran off the end of the track and dropped onto the road below, her cab was extensively rebuilt. Unfortunately, no provision was made for a window on the left side of the cab, thus giving



Pulling loaded beet cars uphill at Lovell, Wyoming. Loco uses fuel oil in yards, natural gas at dump.

Freshly-painted blue-green GW No. 29 prepares to uncouple from a BN car at Mitchell, Nebraska, beet sugar plant. Note hoses.

Water tank at Sterling, Colo., pokes head above beet pile.

Loco cab is without windows but has unique spark arrester.

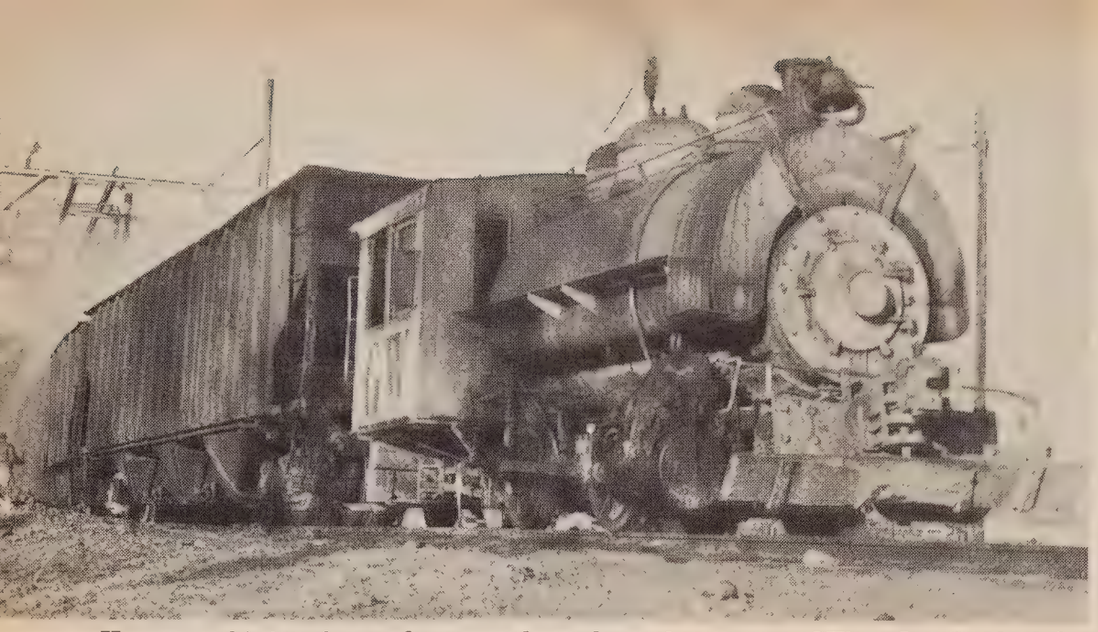
the old girl the appearance of a solid slab of metal.

Of the total of 14 steamers owned by GW, only the switchers at Mitchell and Gering in Nebraska were bought new. All others were obtained second-hand, mostly from construction companies and quarries in the midwest. All GW locos but one are 0-4-0 tankers built by the Davenport Locomotive Works. The exception is a large, handsome 0-6-0 Porter at Billings, acquired from a mine in Pennsylvania.

It is most unusual for any company to own 13 0-4-0's, but a fleet from one of the smallest locomotive manufacturers in the U.S. makes it doubly unusual. Ranging in years from 1920 (serial No. 1871) to 1938 (serial No. 2267), less than 400 engines were built by Davenport during the 18-year period.

Davenport seldom mounted outside builders plates. Construction data was obtained from a small metal tab astride the boiler or from data punched directly onto the fire-door. Davenport also may have built some engines for stock

Loco puffs patiently while high-pressure hoses are used to empty UP sugar beet car at GW plant in Gering, Nebraska.



Hot water hitting frozen beets produces lots of steam on GW at Loveland, Colo.

Well-bundled engineer trundles loaded car towards dump on bitterly cold day at Fort Morgan, Colo. Note icicles.

and assigned serial numbers later. (Fort Morgan engine No. 2089 lists a construction date of February, 1928; Lovell engine No. 2090 reads eight months earlier—April, 1927.) Another mystery is the active Bayard engine bearing serial number 1998 but no date. Such a number should indicate construction in 1924; the state boiler inspection certificate, however, reads 1926.

There are few major differences in appearance or size among the engines. The one at Scottsbluff, Neb., is somewhat more hefty than the others, for loaded beet cars have to be pulled up a slight grade. Most engines are painted black, but the two at Fort Morgan are gray-blue, the one at Loveland is aluminum, and the switcher at Mitchell is a sparkling blue-green. A few bear the inscription "GW" on the cab, but most do not. Nearly all burn coal, but two are equipped for natural gas.

The engine at Scottsbluff can roam around the vicinity of the beet dump while dragging a hose plugged into a natural gas outlet. When the hogger needs to move a longer distance to pick up more cars, the hose is disconnected and the engine is switched over to propane. Neither gas nor propane produces any exhaust. So, except for some escaping steam, it is hard to see evidence that she is fired up. At Lovell, natural gas also is used while unloading beets; but for other movements the engine changes over to oil, which does produce an exhaust.

Upon conclusion of milling, all locos are taken out of service. Rail shipments in the off-season are taken care of by diesel-powered rail cranes. The steam engines are thoroughly overhauled and made ready for the next short but intensive harvest season.

Some years back, engines such as these would scarcely rate a second look. Small and seldom venturing more than a half-mile from the plant, they can hardly be compared to railroading in the grand manner. But occasionally they produce a sharp stacatto exhaust, especially when the wheels slip on the wet slick track. Some of the steam whistles, too, are surprisingly full-bodied for engines of modest proportions.

In any event, Great Western Sugar intends to keep running the most extensive steam operation in this country. The iron horses average 44 years of age and you can't say for certain how much longer they will last. Rail enthusiasts are advised to visit these last vestiges of steam before they, too, vanish as did the buffalos which preceded them in the high prairies. ●

Crew hooks up five loaded cars from Burlington Northern yards for haul to sugar beet dump at Fort Morgan, Colorado.

Mike Eagleson

IN SEARCH OF STEAM

BOSTON & MAINE 4-6-2 No. 3713 may be pounding the high iron again. This is reported by Howard French, 9155 Gulf Blvd., St. Petersburg Beach, Fla. 33706, in his *Iron Horse Ramblings*. It seems that the Museum of Science in Boston is considering her restoration to excursion service. According to conductor F. T. Miller, the B&M Lima Pacifics were generally mechanically sound, except for the 3713. She was a lemon and didn't steam well.

Here's another Canadian Pacific steamer which hasn't been scrapped yet. A 2-8-0 class M-4g, built in 1907, was lost from a barge on Slocam Lake, B.C., and never recovered.

The following news comes from John Corns, 604 Fulton Rd., N.W., Canton, Ohio 44703: Quincy Mining Co. of Hancock, Mich., is planning a scenic railway that would use the rolling stock of the old Quincy & Torch Lake RR. Narrow-gage steamers involved in this project are 2-6-0 No. 1; 2-6-0 No. 3 (American, 1894); 2-8-0 No. 5, and 2-8-0 No. 6 (Baldwin).

Northern Pacific 0-6-0 No. 10, built in 1896, has been moved from the Brainerd, Minn., shops and placed on display in Lum Park.

Two steamers still on the property of Fremont Lumber Co., in Ponchatoula, La., are a 2-6-2 (Porter, 1921), and 2-8-0 No. 3 (Porter, 1914). Also at that place are 0-4-4T No. 1 (Porter, 1897); 0-4-0T No. 6 (Davenport, 1911), and 0-4-4T No. 99 (Davenport, 1911), all owned by W. E. Butler.

Who knows what happened to the two Olin-Matheson steamers in Monroe, La.? They were 2-6-2 No. 3 (Baldwin, 1927), and 0-6-0 No. 5 (American, 1924). The company no longer has them.

Answering a question from an earlier *In Search of Steam*: the Missouri Pacific cannot have 2-8-2's 1125 and 1127 in a roundhouse in Longview, Texas, stored for flood service. There is no roundhouse in Longview, and the foreman there has no record of such locomotives. Thanks, John, for keeping us well informed.

North Alabama Railroad Club's 2-8-0 No. 72 is still available for hauling excursion trains over Southern tracks. Last year Bill Purdie of the Southern spent many weeks putting final touches on the locomotive, including a new lubricator, to get her in shape. The club's next objective is to own a complete train by making its three coaches operational and refurbishing the additional cars the Southern plans to donate to them.

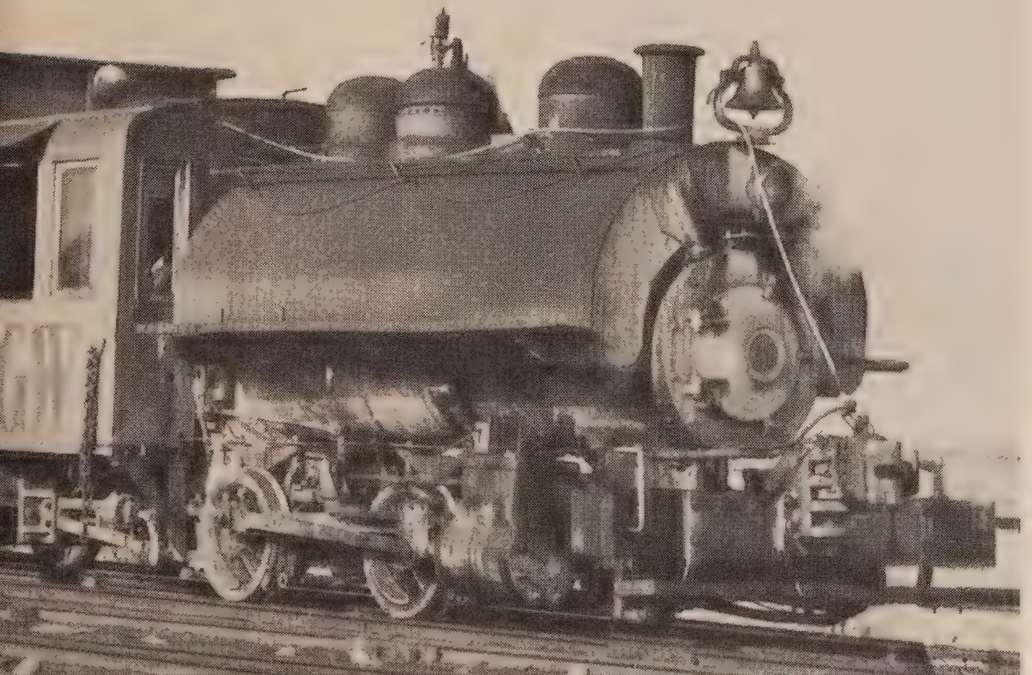
Last standard-gage steam locomotive to operate for British Railways, No. 45110, has been named *RAF Biggin Hill*. The loco is an ex-LMSR mixed traffic 4-6-0. It is now owned by the Stanier Black 5 Locomotive Preservation Society and works on the Severn Valley Railway in Shropshire. After hauling BR's "Farewell to Steam" special into Liverpool's Lime Street station in 1968, No. 45110 was saved from the scrapyard by David Porter, president of the society. The new name is a memorial to pilots who flew in the Battle of Britain.

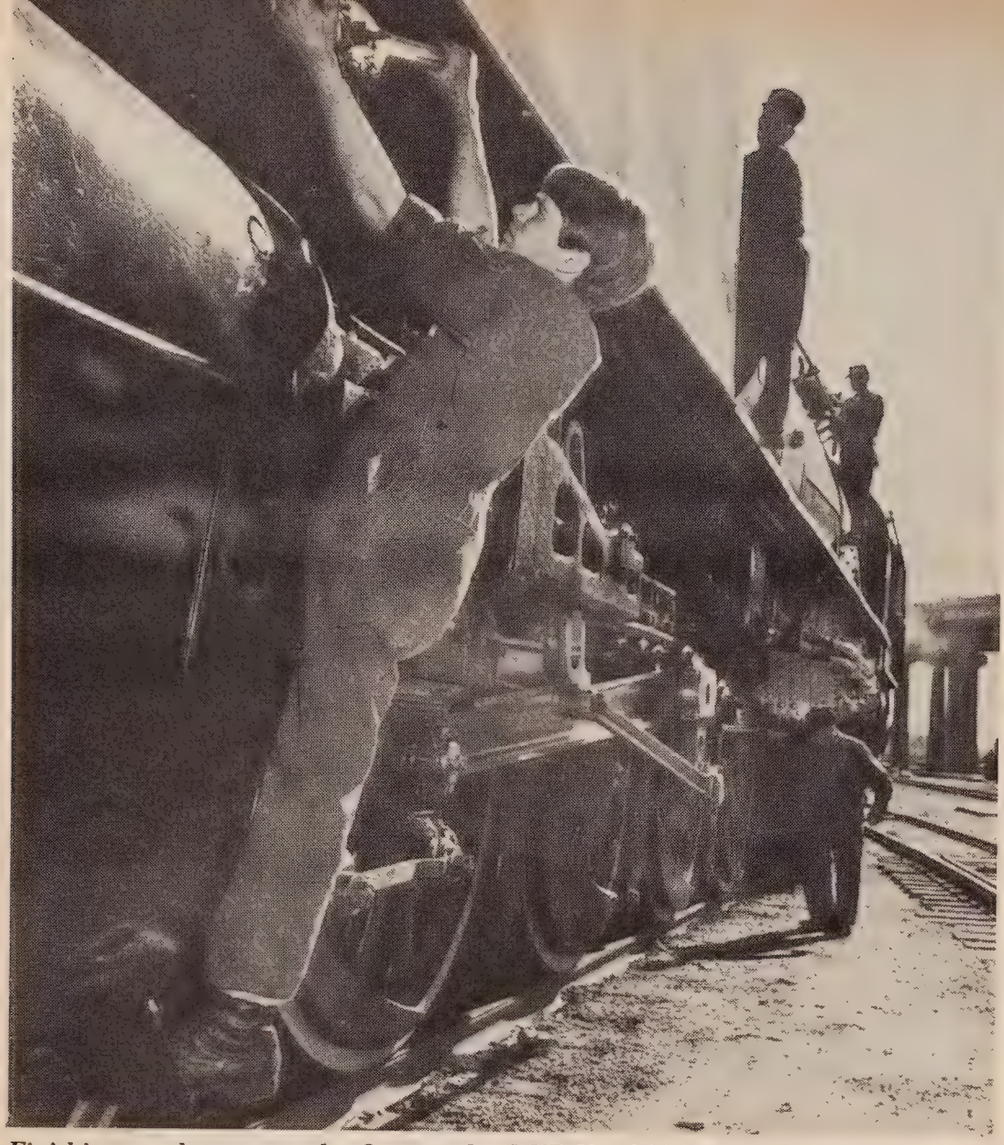
Wolfeboro Rail Road, which hopes to establish common carrier freight and passenger service on B&M's 12-mile Wolfeboro, N.H., branch, has acquired 2-6-2 No. 250 from the Wanamaker, Kempton & Southern. The Prairie will be overhauled at the shops of the Strasburg. Donald Hallock of Wolfeboro, who founded the line, is a member of the Railroad Enthusiasts' 470 Club, headquartered in Portland, Me. Another 470 Club member, Dwight Smith, has taken his 0-6-0 No. 47 and caboose 48 from Portland's Rigby yard for storage and completion of restoration at North Conway, N.H.

Hopes are high that the old Moose Gooser 2-8-2, ex-Alaska Railroad No. 16, will see service this year on Vancouver Island, B.C. She has been on a siding near Victoria, apparently in fairly good shape, but hasn't been running lately, due to some technicality with the railroad she had to travel over to reach her own operation location. Who can give me the latest dope on her?

Sad news! Keewenaw Central steam road has ceased operation. The 13-mile line in Michigan's Upper Peninsula was running ex-Copper Range 2-8-0 No. 27. Clint Jones, 27-year-old president of Trans-Northern Corp., a nine-stockholder firm which owns the railroad, was at the throttle of the 40-year old engine on the final run, reports Ward J. Caldwell, 701 Pettibone Ave., Flint, Mich.

Clinchfield Mikado No. 410 is *not* under way to the National Museum of Transport, this department stated recently, writes James E. Bogener, P.O. Box 81, Kahoka, Mo. 63445. Incidentally, James is a full-time qualified steam locomotive repairman and needs employment. He is no longer with the U.S. Army's last active Railroad Battalion, the 714th Transportation Bn., where he served as steam loco repairman and later as steam loco section foreman (B. Cadre), from April 1, 1970 to September 2, 1971, when he was honorably discharged from active duty. A steam tourist road should latch on to this talented man, fast.





Finishing touches put to the first overhaul UP No. 8444 has had since '65 at the company's Omaha, Nebraska, shops in fall of 1971. This clinches more runs on the high iron by this majestic 4-8-4. Two veterans in the Omaha shop did most of the work, including replacing the flues and several staybolts, overhauling the dynamo and superheater, replacing the lagging and some sections of boiler sheathing. The overhaul project also included new fire brick and bright paint.

Dennis Johnson, 5644 Morgan Ave. S, Minneapolis, Minn. 55419

Dunlop Tire & Rubber Company's 0-4-0 "fireless cooker" has been purchased by New York's Arcade & Attica. Used for years by the rubber company to switch cars within its plant complex on Sheridan Drive, Tonawanda, N.Y., the engine was sold for $1,400, including delivery, for a static display. The 35-ton fireless could run for 45 or more minutes on a boiler full of steam before needing replenishment. So says George Seil, 66 Gatchell St., Buffalo, N.Y. 14212.

Ex-Atlantic Coast Line 4-6-0 No. 25 displayed next to the SCL Tampa Division offices on Adamo Drive, Tampa, Fla., has recently been restored to her proper ACL livery by members of the Tampa Bay Chapter of the National Railway Historical Society, reports Jim Herron, president, Rte. 1, Box 427, Odessa, Fla. 33556.

The most exciting event last year at the Canadian Railway Museum, St. Constant, Quebec, was the arrival of a working replica of an 1848 steam locomotive named *John Molson*. When she runs, her valve settings are reportedly so tight that individual exhausts are as sharp as a knife. The 2-2-2 was built by Mitsui & Co. at Tokyo for $75,000 and took 16 months to construct. She is now operated occasionally on the museum's own trackage. Many other Canadian steamers are on display there.

A steam-powered transit bus was demonstrated in Washington, D.C., last November 17th as an operating example of efforts being made by our Government to develop new low-pollution mass-transit vehicles. The demonstration was part of a day-long Steam Bus Symposium being sponsored by the U.S. Department of Transportation's Urban Mass Transportation Administration. Well, it's steam isn't it!

The Chester, Vt., agent of Green Mountain Railroad, reports that ex-Canadian Pacific 4-6-2 No. 1246 has been completely repaired since the fire damage in her cab last fall. Tests indicate all is well and she is again ready for service. However, this engine, and two others belonging to the railroad, as well as spare parts and tools, have been up for sale since last summer. Furthermore, two water towers and a coal tipple will be given away to any one who will take them down and clean up afterwards. The Green Mountain is now freight only, reports R. W. Nimke, Vice President Traffic.

Steam switching in the yards of the Italian State Railways at Verona, Italy, was spotted last September by Ernest Hendricks, 170 Overhill Rd., Orinda, Calif. 94563. Other steamers are still working in Italy, including Crosti-boilered 2-8-0's with twin stacks placed just ahead of the cab.

A request comes from H. T. N. Graves, P.O. Box 389, Luray, Va. 22835, operator of Historic Stoner's Store, a 19th century setup at 1202 Prince Edward St., Fredericksburg, Va.: "I want to borrow or buy 1850-1910 steam engines and cars, especially equipment of the earliest possible date, what I term the 'conder stack and brass period.' If I can obtain such equipment, it would be totally restored, with the greatest authenticity, and would then be displayed in the Central Virginia area."

The last train run in 1971 on the Cumbres & Toltec Scenic was Oct. 9th. In its first year of operation the line made about 36 trips, compared with 16 originally scheduled. More than 6,000 people have ridden the train. Incidentally, the Durango-Silverton train finally broke the 100,000 passenger mark, despite a rise in fares and the CATS competition.

Here is a new book you may like: *Track of the Cats,* by Terence W. Ross, soft cover, spiral binding, 106 pages, 8½x11", opening 22" wide, including good photos, maps, drawings, rosters. It tells the history of the C&TS since abandonment of the narrow-gage line by the Denver & Rio Grande Western. A great compilation of facts with regard to the equipment saved from scrapping and restored by railfans and the state. Each copy is numbered. Available from C&TS Railroad, P.O. Box 789, Chama, N.M. 87520. (I asked Mr. Ross for the price, but he hasn't answered yet.)

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Smilin' Big Jim starts work on another shoebox, one of five, filled with letters. Hall coat closet is file room.

INTERESTING RAILFANS No. 111

JAMES EDMONSTON

by FREEMAN HUBBARD

OUR diesel loco expert, big, genial Jim Edmonston, came into the world at Washington, D.C., a Baltimore & Ohio terminal city, on cold February 2, 1937. It was exactly 110 years after the birth of the B&O, meaning the public meeting held in Baltimore, Md., to launch the nation's first major railroad. Also born on a February second were U.S. Director General of Railroads Walker D. Hines (1871) and novelist James Joyce (1882). If I believed in astrology, which I don't, I would link those four events to the sign of Aquarius.

Although Jim spent his first seven years at Bethesda, Md., on a B&O branch, and then moved nearer the B&O main line, he saw relatively few trains as a small boy but heard many thundering by at a distance, with steam whistles screaming. His father, T. Ritchie Edmonston, who was (and still is) in the construction business, never took the lad to trackside to watch the choo-choos.

"My mother's father," Jim recalls, "was largely responsible for my becoming a railfan. He worked in Washington for the Government and in his early sixties was close to retirement. That was just prior to and during the early years of World War II. As a youngster I enjoyed visiting his office and looking out over the busy tracks of the Richmond, Fredericksburg & Potomac. Of course, I saw steam all over the place and some Pennsy P-5 electrics. Occasionally Granddad took me to the B&O station at Silver Spring, Md., to see trains, especially his favorite, the *Royal Blue*, which had just been dieselized. Thus I became acquainted with diesels before I realized steam was dying."

After retiring, his grandfather moved to Summit Point, W.Va. Sometimes Jim visited the old man there and feasted his eyes on the B&O's all-steam operation of Mikes and Pacifics doubleheading all freights and pulling two passenger trains each way daily. When the boy lived in Chevy Chase, Md., his happiest Saturdays and holidays were spent hiking with a pal to Silver Spring, Forest Glen, or some other railside town to watch trains.

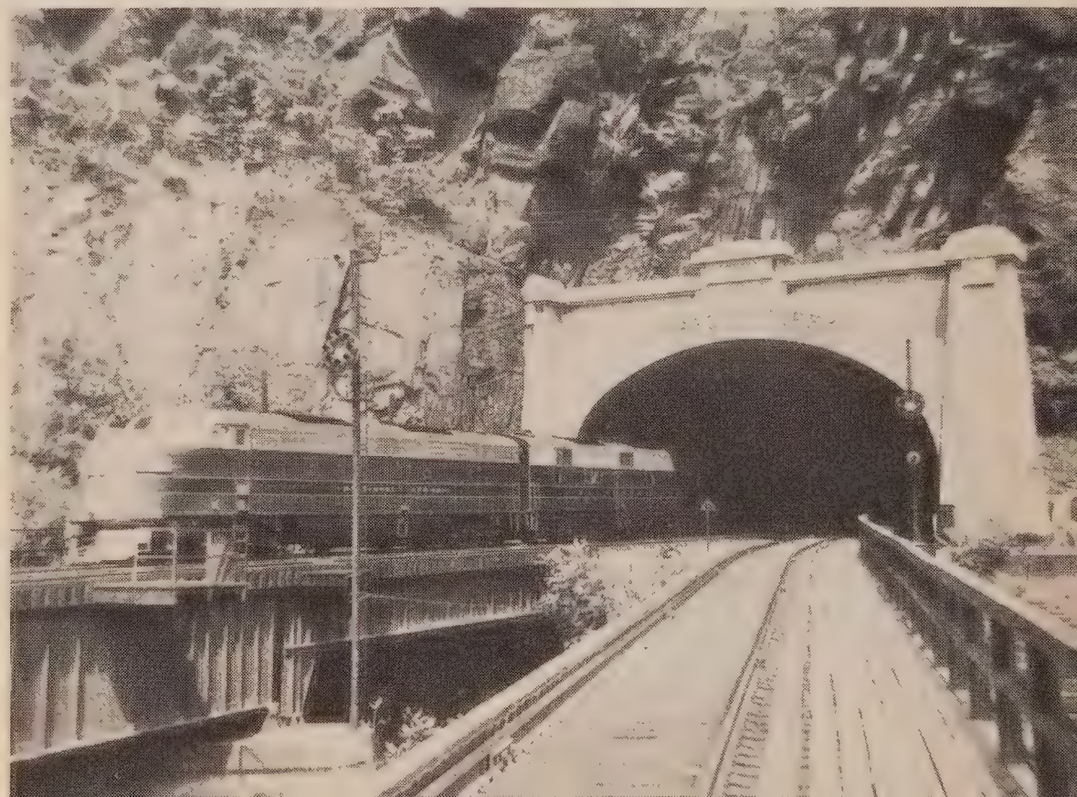
"Finally it became a contest to see how far we could walk the tracks," Jim tells me. "A usual jaunt was ten miles to Silver Spring plus a dozen or so miles to the Washington Union Station. Then we'd catch a streetcar back as far as Chevy Chase Circle and a bus home from there. In those days, too, we climbed into many engine cabs, both steam and diesel, but didn't ride them. Once, though, I got a fabulous offer. The daily peddler westbound from the District of Columbia to Brunswick, Md., was 'in the hole' at Silver Spring and the engineer invited me to ride to the end of the run with him—65 miles in a Q-4b Mike! Greatly excited, I wanted to go. But I had no way of getting my parents' consent and I didn't know how to return home from Brunswick, so I reluctantly said no. Later, I told Mom. She said I should have gone anyhow."

During those growing-up years, Jim hopped a few freights, each time with fear and trembling. Today he says: "I don't recommend such travel. One slip and you're done for." Then, seeing his first copies of *Railroad Magazine* and *Trains* in a hobby shop opened up a new world to him.

"I didn't care much for the technical data," he avers, "but the engine and

Photograph by Jim Edmonston

Baltimore & Ohio No. 58, a rebuilt E-6A, pokes out of Harper's Ferry, W. Va., tunnel in 1954 with the westbound *Shenandoah*. Date on top of tunnel says 1831.



train photos got me thinking about a little old box camera I'd seen around the house. The first time I took it along on a track hike with a friend was almost fatal. We watched a B&O Q-3 switching the tile plant at Terra Cotta, D.C., and were standing on the plant grounds with the Q-3's consist between us and the main line. I heard a southbound train coming. Impetuously, I ran around the standing caboose and across the double track. I had just turned and shot a picture without taking time to aim the camera when a fast mail and express, doubleheaded with two Pacifics, missed me by a few feet! Was I scared! The engineer, apparently livid with rage, leaned out his cab window, yelling at me as he flashed by. After the picture had been developed and printed, it was a blurred view of the second pair of drivers back to the cab of the first engine."

Since then Railfan No. 111 has used three other cameras, all inexpensive. He is convinced that the men working on rail locations won't bother you if you don't bother them, particularly if you get permission beforehand to photograph trains.

"Don't pick up anything on railroad property," he advises, "and never climb on equipment unless you are invited. Above all, exercise caution and common sense, most of all in electrified areas. When railroad men accost you, be courteous even if they aren't, and do what they tell you. It often helps to state your aim explicitly, such as, 'I need a slide of that new SD-45 over there.' Ordinarily, they let you shoot what you asked for; but sometimes a bull will yell and swear and practically throw you off the property. This happened to me only twice in twenty years.

"If you are trespassing, the company has the right to eventually prosecute you; but unless you stupidly pick a fight this will not happen. So be warned. Occasionally I get mail from a sad railfan who is serving time in an Ohio prison for allegedly stealing builders' plates."

Harold Buckley, Jr., who accompanied our hero on many fantrips, informs me that: "Jim is easy to get along with, has an outstanding, friendly personality, is a pleasant traveling companion, and is also a good, serious detail man when the situation demands it." Most of these traits I can corroborate from first-hand experience. Jim is conscientious in running his department, *Trackside in the Diesel Age*. He meets publication deadlines—not all of *Railroad's* columnists do.

In 1955, two days after Christmas, when Jim had a new Pony IV camera, he stopped off at the Pennsy's great Enola Yards on his way back to school in Pittsburgh. Picking a spot far out on the west end between the Northbound Departure and Southbound Receiving yards, he shot a big 4-8-2, No. 6888, class M-lb, steaming in with a freight. At that instant he felt a heavy hand on his shoulder.

But the bull who spoke to him in a bass voice was not unkind. "You'll have to leave. Shoot your pictures from the highway. It's too dangerous here in the yard."

Okay, fine! On his way back across the main, however, Jim took five more photos: three long inbound freights flaunting the railroad emblems of half a continent and two interesting hump moves. The cinder dick just stood still, watching. He didn't object to photos, but he wanted to make sure that Jim left the property.

The RF&P's Potomac Yards, being a strategic north-south facility, was—and still is—very security-oriented. The place is electrified and thus extra dangerous. As kids, Jim and his pals would often go there and frequently get ordered to leave. But on one occasion, having secured permission in advance, they shot RF&P's last three steamers: two large 4-8-4's and an 0-6-0 switcher.

Five years later, Jim spent two happy summer vacations working for the RF&P as a car oiler and car inspector in the Northbound Classification yard on the night shift, 11 p.m. to 7 a.m. One morning, en route to the yard office on business, whom should he meet but security officer Mills, the very same bull who had challenged his presence in the yards on several picture-taking visits? The recognition was mutual. Mills began bawling him out as usual; but Jim quickly identified himself as a fellow employee, and the two men parted as friends.

Harold Buckley, Jr., and Pete Marchetti sometimes companioned the subject of this sketch on photo trips. The trio would drive miles in quest of steam, a short line, or just something they hadn't seen yet. One such trip, ending in Lynchburg, Va., racked up about 300 miles from early 5 a.m. until a wearisome 11:30 p.m.

"On another trek," Jim remembers, "one bright summer day in 1955 Harold and I covered the Reading Railroad from Sunbury all the way down to Coatesville. At 6 p.m. I called home to tell Mom I'd be late for dinner. We were then at Port Clinton, Pa., some 200 miles from home. At McKees Rocks, Pa., while Harold was descending the hill behind a vaseline factory there to shoot three tempting Pittsburgh & Lake Erie 0-8-0's parked in the yard, he sat down suddenly, as if he had gone crazy, and slid about ten feet in a pile of vaseline! This ruined his pants but he wasn't hurt."

As a youth, Jim Edmonston concentrated on steam photos such as this one of a Baltimore & Ohio 2-10-2, class S-1, No. 6157, giving a mighty shove on a short freight up Schenley Hill in Pittsburgh, Pa., in 1955. Now he prefers diesels.

Jim's photo trips have almost invariably had motive power as the prime objective. At times his unrealized goals have been: (1) to get at least one picture from every major railroad—he has nearly attained that one; (2) shoot every current B&O loco—Harold is fairly close to it, and (3) photograph every Western Maryland diesel—at this writing, Jim has all but twelve.

"Action shots are my favorites," he says; but you wouldn't think so, judging from the photos that illustrate his *Trackside in the Diesel Age*. "We took them as they came," he adds, "lacking the time and patience to wait out on the line for a lone shot. My own collection includes numerous broadside stills, although I prefer three-quarters front action views. I won't click the shutter on an engine just passed nor on a direct front or rear view. In the late 1950's I shot some cabooses and odd freight cars, but soon gave that up. I never try human-interest shots because I don't like people cluttering up engine pictures. However, *Railroad Magazine* needs human interest to keep it from becoming more than a mere locomotive photo album."

He remembers when this magazine, not so long ago, "was rife with awful mistakes, due mostly to inadequate proofreading, and was known in my area as 'The Comic Book.'" But he adds: "That is past history. Recent issues show a marked decrease in the number of errors, thanks to your volunteer proofreaders. For this I am grateful. Fans of my acquaintance notice this improvement, and the criticism of *Railroad* is waning. Your adop-

Jim gets plenty of support for his diesel column from Michelle and two of his three children. The youngest was asleep. Glass of beer belonged to cameraman.

tion of coated stock and higher-class ads also improve the image. *Railroad's* prime selling point continues to be its beautiful colored covers. Personally, I'd like to see more locomotive photos run with Sy Reich's rosters."

In September, 1967, Jim was appointed editor of *Headlight & Markers*, monthly publication of the Cincinnati Railroad Club, of which he is a member, and he still holds that job. It calls for a lot of careful work. So does his popular column in *Railroad*.

According to James O'Dell, assistant editor of *Headlight & Markers*: "Jim Edmonston is outgoing and optimistic; he rarely lets a situation provoke a negative response. It's his nature to help human beings with problems, even though sometimes it may lead him into greater involvement than he desires. He is a sharp conversationalist. Like most railfans, he does not smoke. Although his training and knowledge would qualify him for a railroad management job, the companies' policy of frequent transfers and long hours, with little return, drove him into another kind of life work, the trucking industry."

Like Lucius Beebe and Ira L. Swett, two of our previous *Interesting Railfans*, Jim Edmonston towers 6 feet 4 inches above the sidewalk. His keen blue eyes peer through black-rimmed glasses, while his thick black hair is trimmed to a flat-top style. Tipping the scales at nearly 250 pounds, he admits being overweight, even for his great height.

Says he, "I just like to eat." To this sentence should be added, "starchy and sugared foods." A person could overeat of proteins and salad vegetables and still be slender. He tells me: "For weeks at a time I have existed on a little more than cheeseburgers and French fries. One day I consumed eight cheeseburgers at a sitting, in the beanery below the B&O depot at Grafton, W.Va., which must have set a record."

"Back in high-school days," he recalls wistfully, "there was a time when I weighed only 185, although even then I was 6 feet 4. I looked like a beanpole."

On occasions he dresses smartly, but he prefers informal garb—old clothes, sports jackets, polo shirts, and loafers. His rail jaunts nowadays are few and far between, due to family responsibilities; but when he does go picture-hunting he generally wears khaki pants, Army boots, and old shirts.

"If you are loudly attired," he says, "you draw unwanted attention to yourself. However, I keep an engineer's peaked cap, railroad emblem patches, armbands, and so on for organized fantrips."

His first paid job, at age 15, was a summer's work as carpenter's helper on one of his father's construction projects, building the Naval Training Station barracks at Chincoteague, Va. During other summer vacations he had a different construction job, a car-parking stint, and finally two periods on the RF&P.

After graduating from the University of Pittsburgh with a B.A. degree in Transportation, he went into trucking with Wilson Freight Company in Cincinnati, for whom he had previously worked on a part-time basis. Eventually, after six months in the U.S. Army Reserves, Jim settled in Cincinnati, where he now lives at 792 Farnham Court, and is a warehouse manager for the J. C. Buckles Transfer Company. Another *Interesting Railfan* in the trucking industry is Gary G. Allen on the West Coast.

Jim's wife, Eileen, is a fascinating, slim, green-eyed blonde of medium height, born in Newport, Ky. Her early home had a small back yard that ended in a high fill, on top of which ran the Chesapeake & Ohio and Louisville & Nashville main lines.

"How I wish she had snapped a few hundred good railroad photos from her back porch!" Jim sighs, "But Eileen has never liked trains very much—just tolerates them for my sake, and sometimes her tolerance wears pretty thin. One day a week she works as a registered nurse. We have three children: Michelle, ten; Craig, seven, and Alyssa, two, and we expect another one in February."

As a youngster, Jim had collected bugs, frogs, snakes, turtles, and other living things. The family garage in those days was a miniature zoo. He got over that long ago, but little Craig occasionally brings home crayfish, toads, spiders, turtles, and what-have-you. Those pets wander around the back yard and eventually escape into the nearby woods.

Jim's varied interests include photography, model railroading, and most sports, especially baseball, football, fishing, and bowling—but he says he hasn't hiked anywhere since he left Fort Knox in Kentucky. (Could it be that he hiked away real fast with some of the nation's gold supply that is stored at Fort Knox? If so, Jim, we won't tell on you.)

The Edmonstons have a stereo and a goodly supply of records ranging from classics to Dixieland and steam sounds. The rail books that Jim acquires usually wind up in the ample library of the Cincinnati Railroad Club, but he does keep a dozen or so for reference in handling our diesel department, besides consulting the club's library for that purpose. He has nearly 5,000 negatives of engine and train subjects—his own and ones he traded for—but he hasn't added many since the 1950's; and he boasts about 5,500

slides. This material is alphabetically classified. Much of it was obtained through our *Switch List.*

Answering a question of mine, No. 111 says his "main weakness is a too-easygoing outlook on life and a tendency to put off things that don't seem important at the time." Cheer up, Jim! Nearly all of us are in the same boat.

Don Dover, editor of a publication to which Jim is a regular contributor, *Extra 2200 South: The Locomotive Newsmagazine,* published in Cincinnati, has this to say of him:

"During the four years I have been closely acquainted with Jim Edmonston I have never known him to lose his temper or refuse a reasonable request. His hobbies are not provincial. Everything from Class 1 to the smallest industrials is included in his scope of interest—everything but streetcars, subways, and els. And Jim is generous in helping people. He is far from self-centered; praises other men's work but never his own. Besides an excellent memory for pictures, places, and faces, he has a keen sense of humor. Now and then he gives vent to outlandish remarks in groups, especially at slide shows."

Mike Weber, a fellow member of the Cincinnati Railroad Club, finds him "outgoing—in the sense of supplying jokes, railroad anecdotes, and a helping hand." Jim is also open-minded and a good Catholic. "And," Mike adds, "he is truly a locomotive expert. If it's American, he can identify it. A loud laugh is heard when he shows a slide of an industrial engine, for example, and wisecracks about having 'taken it on my honeymoon.' The truckers working for him report that as a boss he is always fair and sticks up for them when they are in the right."

Says Jerry Mart of Hopkinsville, Ky.: "I am impressed by the fact that Jim Edmonston answers letters. Many people don't, these days. I admit they may not have the time. Busy as he is, Jim manages to find time somewhere. His replies are usually brief, but information-packed. Included are such phrases as 'Thanks for writing' and 'Send me some diesel news.' "

Just a minute, Jerry! I hope *Railroad* readers don't take your comments too seriously. Like all the editors I know, Jim Edmonston is overworked. Readers should not take unfair advantage of his good nature. Send him diesel news, yes, but keep your letters short; and do a real big favor by not asking him too many questions. ●

Nickel Plate Road No. 50, a S-4, on a transfer run in Cleveland, Ohio, in 1954.
Photograph by Jim Edmonston

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

SAD NEWS for *Xplorer* fans comes from John E. Parker, 1439 Alpine Drive, Aiken, S.C. In a follow-up to my comments about both New York Central and New Haven *Train X* trainsets, John says the Pickens Railroad as such did not buy the trains, but J. F. Jones, owner of the line, bought them personally. The NYC *Ohio Xplorer*, No. 20, was repainted and lettered JFJ. The New Haven's 3000, the only NH power unit Jones acquired, was lettered EHJ, for his wife, Edna. Our correspondent adds that the New Haven cars also were purchased by Jones. However, all of the equipment has since been scrapped. The Pickens Railroad went bankrupt and was taken over by the new owners of the car repair company located in that area, who operate the line with vintage switchers, all ex-Missouri Pacific-Baldwin VO-660 No. 2, EMD NC No. 4, and NW No. 3.

NEW POWER: John O. Gieske, 2540 Willow St., Franklin Park, Ill., spotted six new EMD GP-38's ready for departure from LaGrange to the Grand Trunk Western, 5800 series. Good news is their new color scheme. The noses are still red-orange, but the rest of the units are powder blue, with white handrails and lettering, black trucks tanks, and underframe. The units have snow-shields over their air intakes.

John Gieske also saw six new National of Mexico SD-40's ready for shipment to Mexico. Southern Pacific is buying heavily from EMD. Seventy-five New SD-45's (9166-9240) are due before this April. The rest of a 67-unit SW-1500 switcher order (22 units, 2613-2679) will be delivered between May and August. The upgrading of GP-9's to GP-9m's has been extended; the numbers will now reach 3345.

Dick Sievers has spotted SW 1500's up to 2606. He says they are all the same as in previous orders, with Pyle Gyralites, external number boards mounted above the forward cab windows, class lights on both ends (with red and green lenses as well as a clear position), MU connections, and Flexicoil trucks. Dick notes that two Southern Pacific SD-45's have been leased to an unidentified railroad for $278.00 per day per unit, which he says is cheap. Possibly the railroad is the Trona. The units will be sent from Bakersfield, Calif.

Except for the Oregon Division, the only Baldwins remaining on SP are in Los Angeles Terminal service. All are 1200-hp. S-12 switchers: Nos. 2125, 2146, 2148, 2150, 2151, and 2157. Southern Pacific is pooling units with the Denver & Rio Grande Western, Louisville & Nashville, Penn Central, Baltimore & Ohio, Rock Island, and Southern. The first U-36C is Clinchfield's 3600, delivered last November first. No. 3600 also is the first regularly-operated non-EMD power on Clinchfield since steam days, and at 3600 hp. it becomes the roads most powerful unit. Externally, U-36C is identical with U-33C, but uses new steel-capped pistons to handle the increased output.

MILWAUKEE ROAD is using leased Duluth, Missabe & Iron Range SD-9's on its Chicago-Council Bluffs

Photograph by H. Buckley, Jr.

(Left) Chesapeake & Ohio No. 5006, a S-2 with MU jacks, at Bluemont Jct., Va., on W&OD after C&O took over. (below) B&M S-3 660-hp No. 1173 at Boston, late 1950's.

Photograph by Jim Edmonston

line and its Twin Cities-Duluth line, reports Jack Ellis, 840 W. 8th Ave., Marion, Iowa. He saw Nos. 133, 135, 147, and 154 in company with Milwaukee Geeps. The Milwaukee had been using leased PC Alco C-425's and DL640's, but evidently these have been returned.

I LEARN from Bill Macdonald, 144 Wilson St., Brewer, Maine, that Bangor & Aroostock EMD F-3A No. 44 threw a piston rod right out the side of the engine, narrowly missing the fireman as he was checking gages in the engine room. Rumor has it that the prime mover from a BL-2 will be installed in No. 44. If so, this would kill yet another of the very rare BL-2's. Doubtless the unit in question has a bad frame.

ONLY one EMD E-6 unit survives in action: Rock Island No. 630 in Chicago commuter service. All other pre-E-7 units are either scrapped, rebuilt to E-8's or E-9's. or inactive in museums. The wholesale scrapping or trading of the two big fleets of E-6's, those on Seaboard Coast Line and Louisville & Nashville, which occurred in late 1970 and 1971, was the last gasp of these famous units in the South.

INFORMATION is needed by Bill Kuebler on two wrecks of Northern Pacific's *North Coast Limited* in 1960 or '61. One occurred near Granite Lake, Idaho, and the other near Missoula, Montana. Bill lives at 408 Egbert Court, Fargo, N.D. 58102. He wants to hear from anyone knowing which locos were involved in these pile-ups.

BURLINGTON NORTHERN's units are seemingly everywhere these days—in New Jersey on the Erie Lackawana, in Kentucky on the L&N, and throughout the South—but I've no explanation for two F units (painted GN's sky-blue) rolling dead-in-train through Jim Thorpe, Pa. on the Jersey Central. They were spotted by David Hudock, 412 W. Catawissa St., Nesquehoning, Pa. He wants information on them. Perhaps they were sold or leased to a line in the area.

IN THE PAST we talked about roads which operated power from all five major builders, but how many roads with more than ten units on the roster are "one-builder" carriers? As a start: Pittsburg & Shawmut, all EMD; Montour, all EMD; Lehigh & Hudson River, all Alco; Lehigh & New England (now abandoned), all Alco; New York, Ontario & Western (also abandoned), all EMD. Recently, Monongahela and the Pennsy-Reading Seashore Lines fell from the all-Baldwin ranks by buying GP-38's. The Clinchfield, as mentioned earlier, was all-EMD until it purchased a GE U-36C.

Photograph by Jim Edmonston

McKeesport Connecting Railroad No. 1006, a S-2 with overhanging roof at McKeesport, Pa., plant taken in early 1950's.

Photograph by Jim Edmonston

Erie S-1 No. 314 idling in Port Jervis, N.Y., yards some twenty years ago. Any reason for squawk box mounted on nose?

AN ALCO, No. 901, was spotted by Raymond Morrissette, 836 Nouvelle Orleans, Ste-Foy, Que. IO, Quebec, Canada, on the Canadian Pacific at the Quebec roundhouse. This engine has an interesting history. It is a DL640, built 3/62 for the Chicago & North Western. It was returned to the builder as unsatisfactory and then sold to Precision Engineering Co., which in turn leased it to CP. The 901 still retains its solid black paint with white "Alco" herald. Another leaser seen by Raymond was Bellequip No. 127, a CP-7 built in 1954 as Quebec North Shore & Labrador 127. The Canadian Bellequip Ltd. is a rebuilder and leaser. So is Precision. Twenty-four Bellequip units are currently on lease to CP Rail.

TWO fine new books, now available, are worth mentioning here. One is B*N Motive Power Annual* for 1971, by F. Hol Wagner, Jr. This masterpiece will clear up any confusion you might have on the system's huge merged roster. It has 81 pages, 237 good photos, and is available for $4.95 from Motive Power Services, Box 17111, Denver, Colo.

The other publication, *Railroad Car Journal,* is a periodical and comes three-hole punched for reference binding. Issue No. 1 covers boxcars, old and new. So far as I know, it is the first attempt ever made at presenting the vast freight car fleet in interesting text and photos. Great for modelers. Issue No. 2 will deal with refrigerator cars. With 41 pages, 111 photos, and 8 diagrams, the first issue may be had for $3.50 from Kratville Publications, 516 Farnam Bldg., Omaha, Neb. 68101.

BY FAR the most popular diesel switchers ever built are the Alco-MLW S-line models, the 660-hp. S-1 and S-3 and the 1000-hp. S-2 and S-4. Model S-2 takes the honors for the greatest number; about 1,825 of these switchers were built. You can see them in almost any part of the country, on major roads, short lines, and in industry. They have been used in almost every type of slow-speed service, on local freight, yard switching, helper and hump services, and passenger terminal switching. Available with MU connections for multiple operation, they excel in transfer work. The S-1 and S-2 models were built between 1940 and '50, while S-3 and S-4 were produced between 1953 and '57.

Externally, all four models are quite similar, having the low Alco hood with rounded nose and round-roof cab set at the extreme end of the locomotive. Most cab roofs were almost flush with the front and rear of the cab, but some locos had a pronounced overhang at the rear.

The S-1 and S-3 are the 660-hp., non-turbocharged versions. They have small stacks with rounded bases, and front radiator shutters that are narrow and tall. The prime difference between S-1 and S-3 are the trucks; S-1 rides on Alco's unique Blunt trucks, while S-3 has the later AAR type-A switcher truck. Both use the six-cylinder non-turbocharged McIntosh & Seymour 539 engine, which produces 660 hp. at 740 rpm. Only one S-1 unit has been in Canada, while S-3 did considerably better, selling 152 Montreal-produced units.

S-2 and S-4 are the 1,000-hp. versions, using the same machinery, although achieving more horses through turbocharging. They are identified by a fat, squared-off stack and a larger radiator shutter assembly. As with S-1 and S-3, the older S-2 rides on Blunt trucks while the S-4 uses the AAR. Early S-2's had a sunken-roof fan assembly. Later versions featured a prominent square fan housing that protruded above the roof line.

All of the versions have a battery of inspection doors running the full length of the hood on each side, containing a double set of hood louvres. On S-4's after 1955, bare carbody filters replaced these louvres.

THE SWITCHER FLEET is responsible for the term "burbling Alcos." To hear an S-2 idle, with the shutter doors rattling, the engine obviously seems on the verge of quitting; but that never happens, and you hear an Alco "burble." When working hard, this same engine emits a whistling rumble unlike anything else I know of. Unfortunately, the noise and excessive smoke produced by these engines is causing problems, the S-2 ranks are diminishing. But wherever used, they are liked. The older models with Blunt trucks are indispensable on rough track and for industrial use.

Locomotive rebuilding and scrapping are taking their toll, but these popular switchers are hard to replace.

Please continue sending diesel news to my home at 792 Farnham Court, Cincinnati, Ohio 45240.

PASSENGER TRAIN SURVEY

Open in time to serve the great crowds brought to Chicago by the 1892-'93 Columbia Exposition, B&O's Grand Central Station remained a normally busy spot for most of its life. By Nov. 8, 1965, when this scene was recorded, diminished patronage and reduced train schedules had wrought changes. Facilities were abandoned and station was razed in 1971.

Eileen J. Wolford, Rock Road, Rte. 2, Box 226, Shelby, Ohio 44875

YOU can't trust computers. The other day, James Molan of Longview, Wash., received a computerized bill for $1,001,710,000 for Amtrak travel on the Burlington Northern. For that price, Jim could have bought the whole railroad or gone to the moon. The actual fare he owed was $13.20.

BASED on latest indications and despite its limited budget, Amtrak is really trying to please the public and encourage more people to ride trains. One move you should like is the restoration of some famous train names that had fallen into disuse.

For example, the Chicago-New Orleans train, changed from daylight operation to an overnight train with sleeping cars, again takes the name of *Panama Limited.* The old *Panama Limited* connected with steamships in New Orleans to help settle the West when the Panama Canal was first opened.

The Chicago-Florida *South Wind,* also changing to an overnight schedule, is now called the *Floridian.* The *Merchants Limited,* once the flagship of the New Haven rail fleet, is once more the top train between Boston and New York.

A train unnamed since Amtrak took over its operations last May has returned to the rails as the *City of San Francisco,* on the route between Denver and Chicago the same train remains the *Denver Zephyr.*

Furthermore, the Milwaukee Road's daily train between Chicago and Minneapolis, has reclaimed the name *Hiawatha.* The three-times-a-week train between Minneapolis and Spokane, Wash., over the former *North Coast Limited* route, is now known as the *North Coast Hiawatha.*

Amtrak has renamed its Boston-New York *TurboTrain* the *Turbo Yankee Clipper.* The nonstop *Metroliners* between Washington and New York are now the *Morning* and *Afternoon Executives.* The Washington-Kansas City train again assumes the name *National Limited,* a Baltimore & Ohio favorite.

It is good to report that the Chicago-Cincinnati - Charlottesville - Washington-Newport News train has become the name *George Washington* eastbound, and *James Whitcomb Riley* westbound. With the Washington route extended to Boston, the trains carry the names into New England for the first time.

Amtrak also has adopted a new nationwide numbering system with transcontinental trains bearing numbers 1 through 129, and conventional trains in the Northeast Corridor 130 to 190. Numbers 1 and 2 were assigned to the New Orleans-Los Angeles *Sunset Limited.*

AN AUTOMOBILE PLAN that permits only a limited number of vehicles per hour to enter Washington, D.C., from Maryland and Virginia is recommended by the National Association of Railroad Passengers. Making the suggestion was Joseph Vranich, executive director of NARP, in testimony before the District of Columbia's Bureau of Air Pollution Control.

As an alternative, Vranich urged a commuter rail service through formation of a District Commuter Train Authority. To form such an Authority, a joint effort is needed by the Maryland Dept. of Transportation, the Northern Virginia Transportation Commission, and District officials.

He said that since Maryland and Virginia don't seem to be interested in commuter rail, an automobile quota plan would jolt Annapolis and Richmond into realizing that their lopsided travel policies hurt the District and are no longer welcome.

The Metropolitan Washington Coalition for Clean Air endorses the rail program, which would operate trains into the District over 115 miles of existing track from Baltimore, Gaithersburg, Md., and Quantico, Va. The system would cost $17.4 million, of which Maryland and Virginia combined would have to pay only $4.3 million.

"Maryland's Department of Transportation," Vranich told the pollution-control bureau, "has indicated that $2.7 million isn't available for a 65-mile commuter rail network, while that same department is pushing for 5 miles of highway construction in Prince George's County at a total cost of $73 million! And Virginia does not appear eager to allocate $1.6 million for its 38-mile segment of the commuter rail network, but is building a one-mile stretch of highway near the Pentagon costing $51.6 million!"

Getting your ticket punched soon will be a new and different experience on Amtrak's trains. Conductor Ed Motte's uniform is new with blue suit and red saddle stitching on his Norfolk cut jacket and on his Western-style shirt.

THE FLEXTRAIN, a proposed new form of travel that is now under study at Cornell Aeronautical Laboratory in Cheektowaga, N.Y., would look like a modern streamlined train on top but like a snake's skeleton underneath. It might possibly prove to be the answer to present railroad ills. Such a train would negotiate curves by the bending action of a snake-like flexible "backbone" extending the length of the train. The flexible-train concept would allow train speeds of up to 200 m.p.h.

This concept development at CAL has been under the supervision of Richard J. Cassidy, a principal research engineer in CAL's Vehicle Research Department.

"Instead of a railway train made up of a string of rigid, independent cars towed one behind the other," Cassidy says, "we propose that the whole train should be a single, long, flexible vehicle. It would utilize the nation's present rail system and appears feasible for both freight and passenger service."

The train's "backbone" would be a steel beam, one foot high and one to two inches wide, extending the length of the train. Independently rotating pairs of wheels would be attached to the beam at regular intervals along the beam's length.

Freight or passenger compartments of any desired lengths would be mounted on horizonal platforms above the "backbone." Passenger cars would pivot on roller bearing plates when the train rounded curves, and space between passenger cars would be covered by stretchable rubber.

Cassidy says the nation could have Flextrains running at 200 m.p.h. by the late 1970's, carrying both passengers and freight.

"There is a limit on how much transportation you can have in the air, and railroads could take over when that limit is reached," he observes. "However, railroads are traditionally very slow to change or take up new ideas."

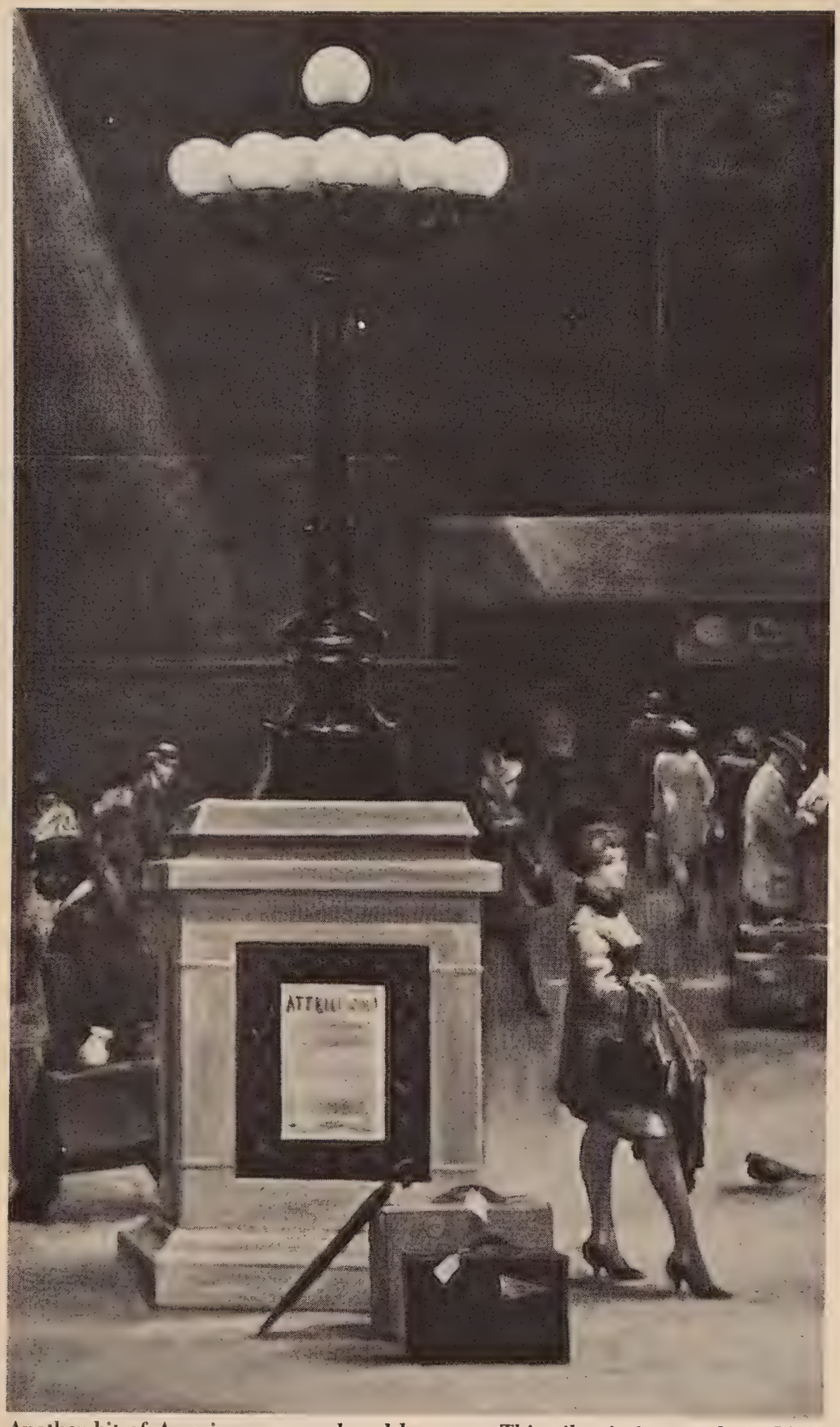
FOR THE FIRST time ever nationwide, train riders, like airline passengers, are being encouraged to air their grievances about poor service to top management. NARP and the National Rail Passenger Corp. (Amtrak) have jointly developed a report form which will enable the average passenger to rate train travel.

The form was mailed to NARP's 6,000 members with a request by NARP Chairman Anthony Haswell to complete the form on their next trip and mail it directly to Amtrak, 955 l'Enfant Plaza North, Washington, D.C. 20024. Passengers are thus able to judge and report on such items as crew courtesy, ease of buying ticket, cleanliness of equipment, and on-time performance. Upon receiving the forms, Amtrak promptly evaluates the data. Trains receiving many complaints will get priority attention from Amtrak.

Pleasing passengers is what Sherry Grio (left) and Virginia Lewis will do in mix-n'-match ensembles designed for Amtrak passenger service representatives providing assistance and information to train riders. Who would want to travel any other way?

THE LONG ISLAND, the only railroad in the *Official Guide* that devotes its major attention to passengers, has been distributing copies of *The Commuter's Handbook* to its riders, who average 260,000 a day. This is an informative, pocket-sized, profusely illustrated, multi-color booklet designed to acquaint the public with the LIRR's history, its modernization, and so on.

EDITORIAL in *The Washington Post*: "We trust that in trying to attract people back to the trains the next thing Amtrak will do is to re-think its fare structure . . . we don't understand why it costs an additional $41.29 to rent a sleeping room between Wash-



Another bit of Americana remembered by many. This oil painting, made in 1963, shows a typical interior scene in the old Pennsylvania station, New York City. How often did you Fun City natives, or visitors, view such a damsel standing with luggage while pigeons wheeled above and redcaps hustled across the floor?
Painted by Clyde Singer, 210 Forest Park Drive, Youngstown, Ohio 44512

ington and Chicago when it costs only $19.20 to rent one for 11 hours longer and 500 miles farther between Chicago and Houston. Nor do we understand why a sleeper costs $21 *more* than first-class air travel between Washington and St. Louis and $24 *less* than first-class air between Chicago and Denver. These are some of the reasons why we are inclined to give Amtrak only a little cheer for shifting passenger cars around the country. There is much to be done and it is being done so slowly."

ONE of the few morale boosters a tired and homesick traveling man could look forward to in the old Pullman railroad days was a meal in a dining-car. Let me recall as best I can the way things used to be.

You were met at the door by the courteous steward. Frequently you were seated with other diners and could have friendly conversation. The linen tablecloth and napkins were snowy white and the silverware, coffee pot, cream pitcher and sugar bowl were heavy and impressive. A fresh flower added a cheering note. The waiters were experts at changing tablecloths, and it was as good as a circus tight rope act to see them sashay down the narrow aisle with loaded trays held high, never dropping or spilling anything.

The food was excellent and the cooks worked wonders on charcoal stoves in small, hot kitchens. On long cross-country runs fresh melons, berries, and fruit were picked up daily to provide variety. Top-quality coffee was served hot; the seasoned traveler never filled his cup to the brim—a sudden lurch could mean a spill on the shirt. Do you remember those days?

Prices were higher than restaurant rates but probably never high enough to make a profit for the railroad. My father laughingly reported sitting at a table with a young man who had never before been in a diner and was staggered at the prices. After long perusal of the menu, he finally ordered a banana and a bottle of sarsaparilla.

For many years four railroads competing between Chicago and the Twin Cities served excellent food at low cost to attract travelers. Back in the 1920's my brother Richard traveled out of St. Paul and he tells how he took advantage of the situation:

"The Chicago, Milwaukee, St. Paul & Pacific pulled into St. Paul, a division point, about six p.m. and then took a long time for oiling, checking brakes, and making the 12-mile haul to Minneapolis. I would get on, go into the diner, have a seven-course dinner for a dollar, and get off at Minneapolis station approximately an hour later, full of good vittles."

Now most diners have been taken out of service, some replaced by snack bars, and service in many others is on the shabby side. The fancy metal sugar bowls and pitchers appear in antique shops as ivy planters.

Recently, Richard couldn't get on a plane from Fort Wayne to Philadelphia, couldn't get a berth on the train, and so sat up all night on the *Broadway Limited.* To a sad report he wrote next day he added: "How the mighty have fallen! Now the *Broadway Limited* uses paper napkins."—John L. Ford in NRHS *Bulletin*

THE EDITOR'S WAYBILL

by Freeman Hubbard

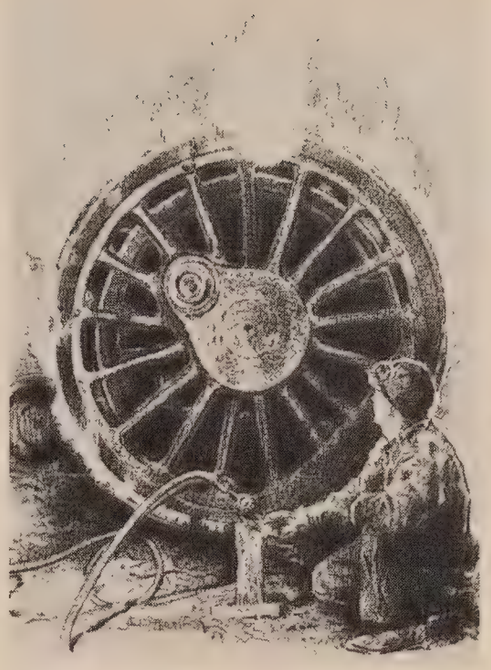
NOT UNTIL steam had vanished from most of the world's rail lines did an authoritative book come out telling in easy-to-read language with detailed accuracy the story of the steam locomotive and how it works. I refer to *The Iron Horse*, by Henry B. Comstock, who was the editor of *Railroad Magazine* for ten years and the associate editor of *Popular Science* for another decade.

This great new volume was long overdue. Very often, especially since the standard *Locomotive Cyclopedia* ceased publication, steam fans have asked me where they could buy such a book. Well, here it is. But don't be fooled by the sub-title, *American Steam Locomotives*: *A Pictorial History*. Even with its 200 excellent illustrations, *The Iron Horse* is much more than a picture-book, but has considerable text matter; and it even devotes a little space to the overseas background of its main theme.

The author, who is also an artist, photographer, and model-builder, has a specialized knowledge of—and fondness for—steam power. He likewise possesses the rare gift of handling technical material in a clear and entertaining manner, with some bits of humor. He writes, for example, regarding a primitive type of locomotive: "Brunton's *Mechanical Traveller* plodded along with vast dignity, sometimes clocking a mile in 20 minutes." Another early type is described as "hissing along at a spine-tingling speed of 25 miles an hour."

And there are many human interest items about the leading designers and builders of locomotives and their parts. Such anecdotes shed light on technical data, enlivening the whole book. You must have noticed this if you read the chapter on "The Mighty Mallets" that *Railroad* reprinted in January, before the book came out. That chapter gives you an idea of the author's style and his grasp of the subject.

In all, there are thirteen chapters, the other twelve being: "Steam Before Rails," "Overseas Heritage, "Foaling the American Filly," "Too Much Originality," "An Unprofitable Business," "Pride in 'Company' Engines," "The Dean of Independent Builders," "Philadelphia's Transient Designers," "The Trials of Whistler and Winana," "Melodies Cast and Wrought in Metal," "High-Wheelers and Cabbage Cutters," and "Years of Glory." The book also has a glossary of locomotive terms, a bibliography, and an index.



After heat-expanded tires were applied to driving wheels, they shrank to a firm fit. Here a worn tire is removed with heat of gaspipe burners.
Drawn by H. B. Comstock for his book

The Iron Horse is the result of years of careful research, professional writing, and continual checking and rechecking for accuracy. Hank Comstock undertook the job because he realized, while editing *Railroad Magazine*, that there was a demand for this kind of book but that if he didn't write it himself it might never be written.

As I pointed out in a personality sketch of Comstock as *Interesting Railfan* No. 70 in this magazine (Oct. '68). I hired him on our staff in 1939. Later, he succeeded me as the editor, and I took a long leave of absence to do free-lance writing of books and magazine articles. In time, Hank left *Railroad* for a better-paying position on *Popular Science*, and I returned to my former editorship.

Although I did not contribute one word to *The Iron Horse*, I feel a vicarious sense of pride in this achievement because I was fortunate in having added Comstock to the *Railroad* staff long ago, which led ultimately to his book project. There is something about working in our office that strengthens a railfan's interest in his hobby, gives him access to information and opportunities he might not get otherwise, and makes him a pro in this field.

The Iron Horse is sturdily bound and weighs two pounds and 11 ounces. It has 228 pages, 8½x11 inches, is published by Thomas Y. Crowell Company, 201 Park Avenue South, N.Y., N.Y., 10003, and sells at $17.50. There is good reason to believe that it will have a heavy sale and will become a standard reference work in railroad libraries.

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

THE 1871 GRANT LOCOMOTIVE WORKS CATALOG, reprint of Centennial limited edition, by Mallory Hope Ferrell, hard cover, 9"x12", 50 pages, illustrated, Pruett Publishing Co., Boulder, Colo. 80302, $14.95.

This artistic reproduction of a famous catalog is a dedicated piece of work by Mr. Ferrell, aided by noted rail historians John H. White, Jr., and Gerald M. Best. The original catalog is a collector's item; only a handful of them are hidden away. Every effort has been made to retain the original format, size, and style, except that photographs have been reproduced photomechanically.

Interesting enough, of 1,830 engines built by Grant, only one survives: a narrow-gage Consolidation, No. 223, built in 1881 for the Denver & Rio Grande. She now rests in a park in Salt Lake City, Utah. Unfortunately, no complete construction list of Grant locomotives has survived.

THE MA & PA, a VANISHING RAILROAD, by John T. Kendall, Jr., limited edition, 8½x11", soft cover, 54 pages, sketches and text, Howell-North Publishing Co., Berkeley, Calif. $4.50.

We wish Kendall added human interest to his many wash drawings of Ma and Pa stations. The road had 476 curves in 77.2 miles of main line. This "Route of the Screaming Flanges," as George Hilton likes to call it, surely must have had some local characters that could have given the sketches more purpose. The book itself is good.

1906 CAR BUILDERS' DICTIONARY, hard cover, 8x11¼", 568 pages, illustrations, index, sketches, Newton K. Gregg, P.O. Box 452, Kentfield, Calif. 94904, $29.95.

This is the fourth revised edition of the *Car Builders' Dictionary* since its

first publication in 1879. Other editions appeared in 1884, 1895, and 1903. It fills a vital place in American railroad history. Altogether, 166 pages of definitions and a total of 6,344 illustrations give a comprehensive picture of the car builder's craft as it pushed forward into the early 20th century. Rail modelbuilders would find this book valuable.

PINE ACROSS THE MOUNTAIN, by Robert M. Hauft, hard cover, 224 pages, 8½x11", illustrations, timetables, maps, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $12.95.

Here is a colorful account of the McCloud River Railroad, presenting its good times and bad, its roster of Mikados, Prairies, Moguls, Shays, a Heisler, unique old 0-6-6-0 double-ender, modern diesels, and choice anecdotes. The text is easy to read. Its liberal collection of railroad and logging operations is a great contribution to Americana by an author who knows his subject. A short line with long interest.

THE REMINISCENSES OF JOHN B. JERVIS, by Neal Fitzsimons, hard cover, 9¼x6¼", 196 pages, illustrations, maps, Syracuse University Press, Syracuse, N.Y., $7.75.

Based on a series of autobiographical sketches by John B. Jervis, this book tells some facts about a little-known person. Yet, Mr. Jervis designed the famed *Stourbridge Lion,* invented the four-wheel "bogie" truck, was chief engineer of New York's Croton aqueduct and the Delaware & Hudson Canal, and designed other New York State canals. Port Jervis, on the Erie, was named after him. Books of this type are a necessity, because history and time have a way of going up a flight of stairs and disappearing.

Historical Society Bulletins

***Bulletin No. 125* of The Railway & Locomotive Historical Society (Oct. 71), is edited by John H. White, Jr.; soft cover, 118 pages, 6"x9", illustrations, photos, index, R&LHS, Harvard Business School, Boston, Mass. 02163; members $2, non-members $3. This is the Golden Jubilee issue, with tributes to Charles E. Fisher, president-emeritus of the Society and one of America's foremost railroad historians. "Looking Back," "Fifty Years of American Railroading," and "Fifty-Year Index' of the *Bulletin* highlight an outstanding editorial job.**

***Bulletin 36, No. 4 and Bulletin 36, No. 5*, of the National Railway Historical Society, edited by William C. Wagner, soft covers, 48 pages, 6x9", illustrations, maps, photos, timetables; members $4, associates $4.50. Both *Bulletins* are well edited, with many items of interest to railfans, especially No. 4's "The Milwaukee Comes to Portland." Diesel enthusiasts will revel in No. 5's article on "Internal Combustion Locomotives and Vehicles." There is also a tribute to Samuel M. Vauclain, the late and great vice president of Baldwin Locomotive Works.**

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

Boomer author is seen working for Southern Pacific's Los Angeles Division in 1944 at the Calexico, Calif., station on Mexican border. Board also shows train schedules of SD&A Ry.

PRIORITY SPECIAL

by HARRY BEDWELL

HARVEY WHITE had been called to take out a military hospital train loaded with victims of World War II. He brought his big Pacific-type engine from the roundhouse in the early dark, and the brakeman tied her onto the line of cars, with their Red Cross markings, all made up under the floodlights in the coach yard.

Inside the forward ward car, young faces peered expectantly from the rows of bunks. Some faces had been scorched by tropic sun, while the color had been washed from others through long hospital days. Most of them were radiant at the thought of going home for the remainder of their convalescence, or at least to hospitals close enough for the folks to visit them. It wouldn't be long now till nearly all would be free of hospital restraints. *Bro*-ther!

But their exuberance was tempered by the presence of the three boys in the forward right-hand bunks. These three lay without movement, literally like logs. In their eyes was the watchful, haunted look of men dogged by pain. They were very tired.

The other patients couldn't guess why those three had been included with the casuals. It didn't seem as if they should have been moved at all. The Major had them on his mind something special, and he'd seen them all through some pretty rugged going. But travel was sure rough on those fellows. Covertly the other patients watched them as they caught the glint of the conductor's lantern through the windows, flashing a quick highball.

" 'Board!" he shouted.

The engine's steam whistle sounded faintly up forward. The tension in the eyes of the three in the right-hand forward bunks tightened as drawbars grumbled. Helpless, they waited des-

perately for the shock of sudden movement. The mumble of wheels took up a slow rhythm as the train glided into motion. There had been no impact, and gradually the look of dread faded. The eyes took on light.

One of the fellows sighed hopefully. "Not so bad," he said to the men beside him.

The Major's orderly, Sergeant Ernie Wall, in a forward bunk across from the motionless figures, listened with satisfaction to the jostle of draft gear. He absorbed through his senses the slow click of wheels at rail-joints and the far, deliberate throb of the 4-6-2. The yard lights through the window—switch lights and block signals, green and red and yellow, and the diamond point of a switchman's lantern making diagrams in the dark as he signaled his yard engine—all wove a pattern that dreams are made of.

To Ernie, all this had been a part of life ever since—well, it began at the beginning of memory. And now a kind fate had let him return to where the roadbed was set firmly in ballast and didn't crawl about in jungle mud. It would be swell to work the trains that really ran by the time card.

Glancing at the three still bundles in the bunks across the aisle, he frowned. It hadn't appeared to him that those boys should have to stand the grind of a long trip. They were drawn out as thin as wire, and it didn't look as if they could take much more. But they hadn't let out a murmur.

Then before the train moved ten car-lengths, somebody came scampering out of the gloom, flagging it to stop. Someone attached to the staff of the hospital train was late.

HARVEY WHITE, up in the cab, heard the conductor's signal, whistling him down. A switch was just ahead of the engine's pilot. If he moved out to the fouling point, he would block other trains. Harvey put an extra pound of pressure on the brakes for a quick stop. A shudder ran down the coaches as they came to a stand in the grip of brakeshoes.

Ernie felt a stab of pity as he watched the three men across the aisle take the sudden jar. Their jaws clamped on the stabbing pain, their faces honed into gaunt lines. It took long seconds to drag themselves from the paroxysm. Then came the sibilant intake of breath between set teeth.

Russ Dillon, the one in the end bunk by the door, spoke faintly. "Mister, I used to enjoy me a railroad ride on a freight train, when we shipped the steers to Kansas City, and I went along to nurse 'em. But I guess they handle cows better."

Wes Tolover, in the next bunk, slowly unlocked his jaws.

"Bro-*ther!*" he exclaimed. "I felt that one take three quick round trips from my northwest tonsil to my southeast big toe, and it made all the stops along the way."

Little Johnny Lane, in the third bunk, tried to ease some of the strain from his racked body. "And that'd be some travelin'," he remarked, "what with all that length you've got to your running gear. Now me, it was all over and done, just like that."

The train began to move. A slight vibration of the ward car crossing switch-points caused the faces to contract again. The boys were spent. Yet when the rear door opened and closed, they tried to clear their expressions of the ravages of suffering and to make them serene.

"Here comes the Major," Johnny hissed.

Major Laughlin, commanding officer of the hospital train, came in. He looked down on the faces they had tried to ready and shine for his inspection.

"How does it ride?" he asked quietly.

"Ho-kay, up to now," they chorused.

But he wasn't deceived by the fake enthusiasm. The smiles were too thin and he traced the tension in the eyes that met his so firmly.

Back there in the general hospital, he had watched them drift out of the shadows and make their bid for sound life again—three young fellows who had come down out of the high desert together at the first call, trained and gone into action together, to be finally caught in a foxhole by a mortar shell.

They came of a lean and stubborn breed, and began their recovery well. Then reviving life seemed to hesitate. The spark began to flicker and fade. Their spirits wilted. They drooped.

Searching for cause, the Major examined their background, and realized that these boys from the tall, open country put down deeper roots than urban men. He himself had once been stationed in the brisk uplands that bred them, and now he noted the hungry look that smoldered up when he talked of their homeland. Lying motionless in the hospital, hour after dreary hour, with all horizons shut in, had put a blight on the stricken boys who were used to limitless sunlight.

WITH the journey only half over, the Major had the discouraged feeling that their chances of ever reaching the high desert were remote. They were too close to the uttermost limit. And at that instant someone drove an automobile out of the darkness and crossed directly in front of the hospital train. Harvey White had to check quickly to avoid hitting it. His sharp blast on the steam whistle seemed to lift the machine clear of the crossing. But the rhythm of wheels had been broken. The Major heard the muffled grind of brakeshoes taking hold, and the ward car shivered.

The three tried to put all their grit into taking it without flinching. But they couldn't. It took an unreasonable length of time to erase the effects of the shock, after Harvey released the brakes and the train picked up its smooth pace.

The Major's expression was grim. He couldn't chance taking them farther. He turned to Ernie with a touch of brusqueness.

"Tell the conductor we will have to stop at the next station and remove three stretcher patients."

The eyes of the three boys turned on him in a kind of blinding look that hit him like a club. He felt that he had let them down.

Then they set themselves doggedly to overcome the Major's decision to turn them back. Down and helpless, they began a shrewd maneuver to gain them a chance to return to the places and the people that had begat them, where the spirit could thrive.

Russ Dillon grinned starkly. "It wasn't near as bad as havin' the wind kicked out of you by a hoss. And that's been done to me more than once."

The Major turned with impatience to the waiting orderly. Ernie Wall knew now why these three were making the trip. Burned into his mind were the days when fever surged through him in furnace blasts, and in his delirium he had tried to struggle through endless, smoking distance to reach the Sacramento River, high in the Sierras, on the other side of the world. You wanted to go home when you were sick.

Ernie moved blandly into the crisis. "That don't have to happen again, sir," he said genially.

The three considered Ernie with a cautious scrutiny. They were stout fellows, hard to discourage.

"Is that a fact?" Russ inquired. "Then we've got mighty little to worry about."

The Major had to check the rising tide of hope before it went over the dam. He interjected gruffly, "What do you mean by that, sergeant?"

"Something got on the track, close enough ahead to make the hogger pinch her down," Ernie explained. "It won't happen again, after we get out of this damned city traffic."

The Major inquired: "Hogger? How does a hogger pinch down?"

That was a tactical error. It left a hole that little Johnny Lane went through like a shot.

"Yeah, what do you mean—hogger?" he piped. "Us, we come from cattle country."

ERNIE brooded over Johnny with compassion. That boy's education sure had blank spots in it.

"The hogger is the eagle-eye," he signified patiently. "The engineer. The man up front there who pulls the train."

"Ah-h-h!" The sigh came from the three with gusty relief, as if the rejoinder had solved a nagging puzzle.

"This engineer seems kind of sudden in places," said Russ.

"If they wouldn't bother him," Ernie sizzled, "like flagging him down for a quick stop just when he gets under way, and bust out onto the main iron right in his face, you wouldn't get any rough spots. That's a good eagle-eye. If you could get the delayer to keep his hands off him, that hogger could take us through without a jolt."

Wes prodded gently: "Delayer? That don't sound so good. Now, what's a delayer?"

Ernie was slightly pained at such ignorance. "He's the DS—the dispatcher. The man who handles the trains!"

"Bro-*ther!*" Wes retreated. "Handles trains! I guess he's a mighty uppety man."

"He gets 'em over the road," Ernie explained. "Meets and passes 'em. Puts 'em through the siding, or down the main iron." He bent a severe glance on the upturned faces. "He does it all from an office building, and he don't see the trains he manages."

"Why do they call him a delayer?"

"Aw," Ernie deprecated, "it's just the crews he puts in the hole who call him that."

"Then who the hell are you?" demanded little Johnny Lane.

"As a kid," said the orderly, "I was a callboy for the Southern Pacific."

He paused, and for a few sharp seconds he seemed to have slipped from the ward car. But those three knew where he had gone. Back home to boyhood. Pictures flickered behind Ernie's eyes as he looked beyond the rows of bunks, with their olive drab blankets and the dim faces against white posters. The smells of drugs and antiseptics blurred as he mentally sniffed snow water and pine trees. Time slowed and turned back to the days. . . .

He'd sure been a proud kid. Callboy for the Southern Pacific! He could feel the exultant leap of his bicycle under him as he vaulted into it and sped down the street. That was at Dunsmuir, up there where the Sacramento River chuckles all day in the sun, as if slyly amused at the mighty efforts of the locomotives blasting at the mountain grades.

How well he remembered calling crews to cover the schedules! "Wantcha for a drag west at two forty-five p.m. Kick the covers; rise and shine."

Blinds drawn and edged with sunlight, and trainmen and enginemen, groggy with sleep, sitting bolt upright in bed, fumbling to sign his little black callbook.

He'd learned to make himself handy about the place, useful in doing little chores for the other fellow. He'd helped the trainmaster's clerk keep the runboard straight so there'd always be crews on tap and called on time. They all knew Ernie would do it if they asked him.

"Ernie-e-e! Tell my husband when he gets in—"

"Ernie-e-e! Tell my groceryman—"

"Ernie-e-e! Tell your mother—"

And the crews would leave it up to him to get them their days off.

"Hi, Ernie-e-e! They say the quail up on the flats are so vicious they'll run out and bite you. Can you let me off for a round trip while I go up there and battle those birds?"

An engineer, bringing his big Mallet down the siding headed for the roundhouse, in from his run, leaning from his high cab.

"Hi, Ernie-e-e! Mark me off for a couple of trips. Fellow down from the creek where I got my cabin says the trout up there are now about my size. Tell your Ma I'll bring her some fat ones."

SURE, he'd learned quickly to make himself useful—and welcome. Railroad wives loading him with cookies hot from the oven. He'd dreamed of those cookies out there in the jungle on the fighting front.

The pictures shifted and Ernie took a dim look at the three faces staring at him from across the aisle.

"I got to be an ashcat pretty young," he considered, "because those eagle-eyes went out to see I made a good one. They didn't let me overlook anything about those calliopes." He thought this was explicit enough—that he'd told them he'd become a locomotive fireman.

Ernie was lost again in misty time. The grim affairs of war—all those steaming months in a railroad outfit of the Army in the China-Burma-India area, where repairs to motive power and rolling stock were made with baling wire and a pair of pliers, where bull elephants that really weren't dreamed up wandered onto the track to block rail traffic, and the monkeys stole your rations—all that recent past dimmed into a far, stormy background.

The gorgeous Orient slunk into smoky recesses of his mind, and the bright, brisk years along the main line came flooding back. The myriad sounds of a steam locomotive cab drummed in his ears. He could hear the stubborn, subdued roar of the firebox, the throb of the injector, and the contained mutter of pressure in the big boiler. The jungle odors were overpowered as smells of hot oil and leaking steam swept across his face. He felt the sway of the Mallet as she stormed the grades, moving the merchandise, and he could hear again the bark of her stack and the clear call of her whistle climbing the canyon walls in bounding echoes.

"After a couple of years," he sighed, "the smoky end didn't look so good as a car hand's job. So we moved down here, and I got me a job on the parlor end of the train. I made a pretty good stinger," he admitted.

Ernie missed the blank looks he got in reply to that. He didn't bother to explain that a "stinger" was a member of the Brotherhood of Railroad Trainmen whose badge showed a huge initial B, from whence came the designation stinger, meaning a bee.

The orderly couldn't stop those pictures flickering—the wind whipping at him as he stood on top of his mile-long freight train, a hundred and more refrigerator cars of fresh fruits and vegetables headed east to the markets, iced bunkers dripping under the blazing desert sun, and the long horizons heaving to the rock of the cars.

He could hear the wash of rain against the windows of the cupola where he sat on guard, watching the

line of cars squirm out ahead, and the protecting automatic block signals flinging out their arms, dark against the gray bowl of the sky far up there beyond the thin gray smoke from the locomotive's stack.

Ernie shook his head again in reprimand at his own fickle past. "Then I thought I'd like to be a snake, meaning a switchman," he grinned. "A regular old railbender."

The faces across the aisle had gone plaintive under the strain of following him. The pressure of curiosity developed in Johnny Lane to the point where it had to pop.

"Does that mean you are a railroader?" he blurted.

Ernie's face clouded. He had considered that the three of them had been with him in his flights along the high iron. He was nonplused that they hadn't followed him across the years.

THEN Harvey White, up in the cab, interrupted with a long blast of the whistle, which reminded the Major of the crisis in which he was engaged. The tension had somehow lifted, the dull strain eased from the faces. Ernie's initial assertion came back to him.

"Sergeant," the Major said, "you remarked a while ago that these sudden stops, jolts, and jars needn't happen again."

"*If* the DS would keep his hands off us from here on, sir," Ernie amended. "But sometimes he doesn't."

"Well," the superior officer inquired sharply, "how do you arrange for the DS to keep his hands off?"

Ernie relaxed in his bunk and let the pulse of running wheels flow through him. He knew every curve and tangent, almost the individual sound of every rail-joint sliding under him. In a matter of seconds he knew exactly where they were on the line.

"We're coming into Alhambra now," he said, "and we're going to stop. Let's see how the eagle-eye does it when he's not forced."

There was no ominous grinding of brakes. The train drifted quietly, and then all motion was gone.

"I told you he's a good hoghead." Ernie nodded a veteran's approval. He snared the Major with a candid eye. "The station is there on the left. There's a door marked 'Trainmen' in the L that sticks out of the middle of it. Go in, and on the other side of the desk you'll see a fellow with a headphone harnessed to him. That's the brass pounder—the op. You tell him what you want the dispatcher to do for you."

"The brass pounder?" the Major asked.

"He's the telegraph operator who handles the train orders," Ernie said. "You just ask him to tell the DS to give us a good run, and to slip it to the hogger to take it extra easy on how he puts the air under his train."

The Major realized, after he found himself under the station flood lights before the little door marked "Trainmen," that his own orderly had practically hustled him from the ward car. He pushed into a dim anteroom.

There, on the other side of a high-back desk, in a brightly-lit alcove, sat the man with the headphone clamped on his ear. He was deftly tearing yellow tissue sheets from the piles on the desk, arranging two sets of train orders.

Then the Major had misgivings. Ernie wasn't glib, yet he had without effort talked him, the commanding officer of the hospital train, into acting dead against his considered professional judgment. With no amount of urging on Ernie's part, and without even consulting the train rider (the Passenger Department's liaison representative) or the conductor, he was doing something he didn't understand himself.

Ernie was certainly persuasive. And that railroad lingo of his had been fascinating. There were more involved terms in the Major's medical vocabulary, but none so pungent. Ernie had hypnotized him with his idioms. What he had best do now was hold the hospital train here and call for ambulances to take those boys to the nearest military hospital.

He half turned away, and then the train-order operator glanced up with a quick, attentive eye.

OLD Si Youngblood was on duty that night at Alhambra. Si's look invited confidence; and it reminded the Major that he'd have to confront those three in the ward car with his final decision.

"I am in charge of this hospital train," he said, "and I have three patients in heavy casts. They are already greatly fatigued with travel, and any jar or abrupt movement causes them a high degree of pain."

Si Youngblood's fingers paused in sorting the yellow tissues, and his eyes darted to the Major's face.

"You said—in heavy casts?" he inquired softly.

"Yes. They can scarcely move at all." The Major hesitated. "My orderly has been what he describes as—ah—er—a car hand and and ashcat." He searched Si's face for signs of levity. "This—this sergeant, my orderly, suggested that I ask you to request the DS—the dispatcher, I think it is—to give us a good run, and to keep his hands off us. Does that sound reasonable?"

Si's eyes didn't falter. He folded the train orders into two neat squares. "It is all quite reasonable, sir. That sergeant is a railroad man," he smiled and nodded, "and knows how it's done."

The lightning slinger slipped on his headphone and spoke into the transmitter.

"This is Alhambra," he identified himself on the dispatcher's wire. "The officer in charge of the hospital train says he has some patients aboard who are all bound up in heavy casts so they can't move, and any little rough handling is mighty hard on them. He'd like the engineer to take it easy on the starts and stops, and he wants you to give the train a good run—so those fellows won't have to take it the hard way."

Ed Farwell sat on second-trick dispatcher, Los Angeles to Colton. Ed was a cool, wise veteran, as exact as a calculating machine. He handled quickly all the flooding problems a dispatcher must dispose of, but you couldn't rush him into a hasty decision. Despite the swarming traffic and the myriad adjustments in train movements it required of him, he caught the same picture Si had seen; and from that moment on, he kept the hospital train in the top drawer of his mind where critical operations are filed for instant use.

"Okay, Alhambra," Ed Farwell decided promptly. "Tell that officer we'll give him a good ride. And when the brakeman gets the orders, tell him to ask the engineer to come to the phone. It's Harvey White, and I'd better let him know about this. We'll make a Priority Special of her, and give her the railroad. Copy three for her. Colton, make a bunch . . . Hello, Bloomington . . . Ontario, copy five. Engine 4390 run extra leaving Alhambra Thursday, October 26, as follows with right over all trains. Leave Alhambra 7:20 p.m., San Gabriel 7:27 p.m., El Monte . . ."

"Right over all trains." The special train of the President of the United States ran on just such an order.

THE BRAKEMAN took the orders. Then Harvey White loomed in the dim anteroom and pushed into the operator's bright alcove.

"Hello, Splinters," the engineer growled into the transmitter. "Now what have I done?"

To the Major, standing alone in the dim anteroom, the one-sided conversation sounded somewhat contentious. But he caught a sly twinkle in the engineer's eye.

Harvey and Ed had grown up together in Southern Pacific service. It began at Indio back there when Harvey was firing and Ed was a youthful telegrapher, doing a job of handling the trains out of that desert terminal. They'd shared a room, and their ambitions. Pooled their resources of clothing and cash, embezzled each other's girls, stood together in any crisis, and to the end of the run would enjoy being indignant with each other.

"Look, Harvey," Ed said briskly, "there are some badly hurt boys on that hospital train of yours. They can't take much knocking about without a good deal of suffering. So don't make any swipes at that brake-valve handle. I'll keep you going without stops if I can, and I'll let you hold the main line at all meeting points. I'll pass the word to the dispatchers on the other districts, and they'll cooperate. We'll not touch you. Now, run along and be good to those fellows."

The little smile slipped from Harvey's face and his eyes became sober. "Okay, Splinters," he said. "We'll give them a good ride."

He glanced at the Major on his way out, and then he paused. "Are you with the hospital train?" he asked.

"I am the commanding officer." The Major nodded gravely.

"We'll take good care of your boys." Harvey went out and crossed the platform under floodlights to his engine.

SILAS YOUNGBLOOD was back in his chair, harnessed to the dispatcher's wire, slapping out orders on the typewriter. The Major watched him an instant, a train order operator at his post. He was a minute, essential part of a great system, fitting exactly into the vast scheme to move men and materiel to the fronts when needed, a pin-point on the steel web of rails which bound the nation together. That iron highway was restless with rolling wheels all across the continent as locomotives stormed through the dark.

Time was a harsh and arbitrary element to these men. They had to crowd the minutes and split the seconds to make them fit all the things that must be done to keep up that swift pace, when delay might mean disaster on some beachhead on the other side of the world.

Back in the ward car, the Major braced himself against the searching looks from those three upturned faces.

"These railroad people," he said, "are pretty busy moving all this war traffic. There are so many other trains on the line—"

He tried to make it cheerful and confident, as if it were only a slight delay. But he didn't deceive them. He was turning them back from home. The hunted, trapped look deadened their faces. They were held so rigidly in the casts that they couldn't even make a rebellious gesture.

The three faces grew dim. They seemed to retreat into the shadows, drifting out of all reach. The Major was searching desperately for any means to bring them back, when Sergeant Ernie Wall's emphatic voice smacked the strained quiet.

"Did the brass pounder get word to the dispatcher, sir?" the orderly asked.

"Yes, he told the dispatcher," the Major answered vaguely.

The three faces came out of the shadows and swiveled slowly toward the opposite bunk. The eyes probed. They were down to the last chip, and they were playing it straight out as they always had—three fellows from the high sunlight, in alien country, quietly placing their final bet.

"And did the dispatcher get word to the eagle-eye, sir?" Ernie persisted.

The Major's thoughts fumbled back to the dim anteroom. "Yes," he nodded absently, "he called the engineer to the telephone and talked with him."

"He did?" Ernie sounded as if a miracle had occurred. "Well, sir," he chuckled, "when the hogger and the DS team up, you'd just as well give 'em the railroad. Because they'll take it anyhow. You've got not a thing to worry about from here out."

It may be that men bred in the highlands are all kin. The boys from the high desert read the young veteran from the high Sierra like a page of bold print. Ernie had moved in. He had the situation in hand. He leaned over the edge of his bunk and grinned. The three relaxed. They grinned back.

The Major became aware of elements of the spirit that medical science could not reach. The tight air that had seemed as if it would suffocate them all eased out of the car.

THE ORDERLY cocked a knowing eye and gave a complacent nod. His next remark jolted the Major.

"Had you observed, sir, that we are on the way again?"

The Major glanced out the window. City lights were streaming by, thinning rapidly as the Priority Special swung out into open country at a growing speed. Yet no one, except Ernie, had felt it when Harvey White quietly put his train into gliding motion.

Harvey had been thinking of the three helpless boys in the ward car behind as he eased the Priority Special out of the Alhambra station, and he brought her up to speed carefully. The far green block signals sprang up, heralds that the way was clear. The order board at Bassett bowed the Special by. Second 825 was in the siding at Puente, and two lone engines coupled together—power moving to a critical point—were in the clear for him at Marne. He got the main line light at Pomona. The illumination of the town crowded in for a moment, then dropped behind.

Up in the dispatcher's office, Ed Farwell was making some close calculations in his effort to keep open a hole in the flooding traffic through which the Priority Special could make her run unchecked.

The yardmaster at Colton came on the wire, talking fast. "Look, Ed," he pleaded. "I've got more trains coming in here than I've got railroad to fit 'em. You'll have to take Second and Third 371 and Third 825 out of my yard so I can bring Fourth 825 down from Loma Linda, let Third 824 come in so I can shove her in the clear in time to let that Priority Special around her."

Second and Third 371 were troop trains. Fourth 825, close behind them, a solid hotshot of war stuff. None of the three men in heavy casts could stand much delay. Ed would have to use all his ingenuity to keep these trains out of a tangle. He brooded an instant.

"Put Second 371 in the siding at South Fontana; Third 371 in the hole at Ailsa and Third 825 in at Bloomington, to meet Third 824 and the Special. Double the hotshot coming down from Loma Linda through the pass at Colton, and keep the Special up the main line."

They could do it if everybody railroaded smartly. He gave the picture to the yardmaster, and added: "I'd like you to take the Special right through your yard without stopping,

and let her out onto the CTC. She's a hospital train that I don't want touched. Okay by you?"

"Yeah, we can give it a damned good try," the YM agreed. "I hope nobody stubs his toe and ties us up. You say that's a hospital train?"

"It is," said Farwell. "And some boys aboard have taken too much already. Don't let anybody in your yard get in her way."

"Okay, Ed," the YM said briskly. "I'll see to it myself."

It would take a number of close-fitting orders to arrange those schedules into the frame of fleeting seconds. Trainmen, enginemen, switchmen, and the train-order operators would have to work together like a high-geared machine.

Ontario's lights twinkled beyond the wedge of the Priority Special's headlight and closed in. A red eye in the order board at the station winked twice. The train-order operator crossed the platform and set himself beside the main line, holding an order hoop.

"Mac" McNaughton, Harvey's fireman, came down from his seatbox. Harvey had a wavering moment when he wanted to caution his ashcat that this was one time he must not fail to catch the orders. If Mac missed the hoop, they'd have to stop and back up and recover the orders.

HARVEY took a slow breath—and didn't warn his ashcat. The kid would handle it. Mac had come up the proper way, through the roundhouse. Wiper, engine watchman, and then fireman. Next—and it wouldn't be long now—he'd be taking his examinations to move over to the right side of the cab. He didn't need to be cautioned.

Harvey watched the instant picture that snapped in sharp details under the headlight and then flashed behind. The fireman gripped an iron rung with one hand, leaned out and down from the gangway. The operator, standing in the racing beam of the headlight, held the hoop high and steady, while the big Pacific closed in on him.

Young McNaughton adjusted himself in his crouching position as he gaged the hoop. Then mind and eye and the fine, easy flow of muscles fused into split-second co-ordination. His right arm hooked out in a swift gesture. His hands slipped through the loop of the hoop as the operator flitted by below him. He turned and handed the flimsies to Harvey. The big engine seemed to chuckle approval as she flung the town behind her and rushed on.

The orders gave Harvey the pattern of meeting points. And there was an added message from Ed Farwell: "If you can make the west end of Colton yard by 8:45, will send you through Colton without stop. Third 824 is ahead of you, but should be out of your way by that time."

Harvey grinned. Old Splinters was sure trying to give him the railroad. He checked his watch. If nothing held him up, he'd whistle the Colton tower by 8.41.

Second 371 whistled her meet from the west end of the passing track at South Fontana. Third 371 was tucked in at Ailsa. Then a yellow block light showed up there beyond Bloomington. Third 825 had her hundred cars in the siding there, but she had slowed Third 824 going in to Colton.

Harvey had an anxious moment when it seemed he might miss that 8:45 appointment at the tower. Then the block lights blurred and flickered up again in merry green splotches against the backdrop of the night. Old Splinters could sure figure them close!

Harvey slowed through the yard. Then the target lights of the CTC invited him to run again, and the Special picked up her road speed.

SERGEANT ERNIE WALL leaned on the edge of a bunk and looked down with cheerful complacence upon the three upturned faces.

"The Major sure must have laid it out for the dispatcher," he declared. "The old DS takes us right through the Colton yard like it was just a milepost, and turns us over to the CTC without a bump in the whole trip. It'll be easy now to Indio, riding the CTC."

The three youths eyed Ernie in return with a mixture of doubt, respect, and suspicion. They acknowledged that thus far his prophecies had been fulfilled, but it didn't seem likely this could go on forever. CTC sounded like a gag, and little Johnny Lane couldn't restrain himself.

"What is this CTC, mister?" he piped.

Ernie's brow puckered as he concentrated on that cunning and intricate device—Centralized Traffic Control. For one thing, he said, it had whipped wartime congestion on the hill. He grew intent as he considered the big control machine with its levers and switches which shows in button lights the exact position of every train on the district at all times.

"The dispatcher," Ernie brooded, "maneuvers the trains from his swivel chair with a series of levers right there within reach of his hand. Slows 'em and stops 'em, then sends them on again. He opens a siding switch forty miles away and puts a train through the pass and out at the other end, while at the same time he brings another train up the main—without stopping either of them."

The sharp crack of the engine's exhaust on the grade increased. Its exultant bark bounced high into the starlight from the walls of San Gorgonio Pass. The air had a clean lift. Beaumont's lights swam in through the windows as they topped the hill.

Then Ernie became aware of a stir in the opposite bunks. The current of life had suddenly quickened. The eyes of the three men burned with an expectant glow. They seemed transfixed as if they had come upon a miracle.

Little Johnny Lane's nose was feeling the air like a setter dog. He bubbled over. "The desert!" he whispered. "Mister, don't that smell good!"

Through the odors of drugs and medicines, germ-proof cleanliness, and the scent of engine smoke, they had caught the first faint smell of their homeland.

IT WAS nearing midnight when the Priority Special drifted through the Indio yard and then picked up her running speed as the desert opened up under the long headlight beam. Sleeping towns showed a twinkle of light against the dark loom of the mountains, and their names lilted in engineer Harvey White's thoughts: Coachella and Thermal. And Mecca, where the solemn date palm trees from the deserts of Africa stood stiffly in the starlight. The arch of the sky swung overhead as the long, empty flats flowed by.

Harvey loved the desert run. He averred that men who worked their predetermined hours chained to a routine never really lived. From the frame of his cab window he had a running, everchanging view that made each trip a new adventure.

This lonely land had a perpetual fascination. Moonlight covered the floor of the empty spaces, reaching to the shadowed horizon where the mountains lay. Storms in that country fell sometimes from the black night and the hush of three o'clock in the morning. Before it came, you could feel the new day rolling up over the bulge of the world.

Then the dawn flung up its stream-

ing banners, and in the crisp quiet you could have your untroubled dreams in the rocking cab, with your engine running free and the clear block lights flashing up against the daybreak to beckon you on. You were at the edge of a world of enchantment that lay somewhere just beyond those low, dying stars. Your thoughts eased out of the cramps and strains of worry, and you remembered the faces of the good comrades who had come down the long iron trail with you—boisterous kids who'd seasoned into quiet-eyed, slow-spoken men, taking their responsibilities square. It took reliable men to follow the high iron. That was a satisfaction, to know you were one of the dependables.

The Special drummed a steady pace across the straightaway that stretched along the gray sand dunes. Glamis flickered by. Ogilby winked once and dropped behind. River smells softened the sharp air, and then a hollow rumble came up from below as the train swung across the Colorado River bridge. The Priority Special nosed into the Yuma yard.

McNaughton crossed the deck. "Think we did all right by those fellows back there in the hospital cars?" he asked soberly.

"We did our best, son," Harvey assured him.

THE MAJOR was tired and dully depressed when he slipped quietly into the forward ward car as the Special rolled up to the river. It was the dead end of night, when life is at its slack and resolution is infirm.

His training in the science of medicine warned him that he might have been too hopeful for his three patients. The Major glanced sharply at them in the dim light. He was proud of the run that this train was making.

Maybe something had entered the ward car from out of the solemn spaces of the desert. Miracles do not happen, but a tincture of the tall country that had bred them seemed to have permeated the other odors. For an instant the commanding officer was conscious of elements from beyond our horizons, something from the other side of the low stars. For he recognized the look on the three upturned faces, and it stood him still and thoughtful. The boys weren't asleep—but were dreaming. The Major was a little dazed in his elation.

"With all the people involved," he asked his orderly, "how did you know they could be marshaled and co-ordinated at a moment's notice, all across the miles we came?"

"Why," Ernie decided, "that's just how it had to be done."

He reflected on the people who had connived together so deftly to give the Priority Special a good run. They were the associates he'd worked with and jawed with in stovepipe conferences in roundhouse and switch shanty, and at the lonely little train order stations along the way when they'd gone in the siding for a meet, and they'd argued the fate of nations, and how to run a railroad.

"Such a bunch would just naturally handle an occasion like this without a stumble," he added with a firm conviction.

The Major said, "Good night, sergeant," and went gratefully to bed. ●

RAIL CARS RIDE THE WAVES

by Donald P. Shannon

Freight-car barge tow leaving Milwaukee Road's pier in Seattle on daily trip to Port Townsend is seen from the stern of a tug.
Seattle Post-Intelligencer photo

THROUGH the Puget Sound and as far north as the most populous areas of Alaska, two well-established but surprisingly little-known systems of rail-water transportation go on day after day, the year around. Railroad freight cars are barged through the Sound, that long narrow waterway which separates the Olympic Peninsula from the Washington State mainland, and by the Inner Passage to Canadian ports and southeastern Alaska. The other system is the transportation of freight cars in an enclosed, self-propelled vessel from a British Columbia seaport to the Alaska Railroad at Whittier.

Most of the former is carried on in

the late afternoon, at night, and in early morning hours. The piers where cars are loaded onto or unloaded from the barges are working areas, hazardous to persons unfamiliar with rail traffic. So the public is not encouraged to visit such places. But because of the longer time required for the barging to Canada and Alaska than for trips between Puget Sound ports, part of those journeys must be made during daylight hours through inhabited areas, where you can see and photograph the action.

One of the principal barge runs through Puget Sound is that of the Milwaukee Road in conjunction with the Foss Launch & Tug Company between Seattle and Port Townsend, the latter being located on Discovery Bay at the north end of the Olympic Peninsula. Carried on the outbound voyage from Seattle are supplies for wood-processing mills at Port Angeles and a large paper mill at Port Townsend. On the return trip, products of these factories are borne to land-rails in Seattle, to be distributed in their rail-car enclosures to destinations throughout the United States.

Involved in this system are isolated 30-mile section of the Milwaukee Road and the unique Port Townsend Railroad. The latter has 13 miles of track and a solitary diesel switcher. William Westerfield, port captain of this short line at Port Townsend, showed me the PT switches housed in a sort of shed which also accommodates his office. Offshore, in Discovery Bay, I could see the railroad's long, curved trestle-pier with a bridge-like superstructure at the end. There the interchange of cars from land-rails to barge-rails takes place, night after night throughout the year—a process which has been carried on cooperatively by the Milwaukee and Port Townsend railroads since 1909. During 42 years of that period, the Milwaukee Road towed barges with a steam tug of its own, but for the past 16 years it has had a contract with the Foss Company of Seattle for such service.

Another view of a Milwaukee Road barge tow from a tug. Seattle is on horizon.
Seattle Post-Intelligencer photo

The barges that haul the cars are built of steel and each is equipped with three railroad tracks. In the Puget Sound trade, in which two barges and a tug constitute a tow, barges having a capacity of 15 rail-cars are used; but the trips which the Foss Company makes from Seattle to British Columbia and southeastern Alaskan ports tow only one barge at a time with capacity of 21 cars.

The interchange of cars from land-rails to barge-rails and vice versa is done on a pier with a floating extension 75 to 125 feet long at the outer end. This extension is called an "apron" or a ramp. A tug backs a barge stern-first against the apron, the edge of which is then made to rest on a wide lip at the stern of the barge. The latter is held securely by two lines from the apron. The apron-rails then are lined up and connected with the barge-rails, so that both apron and barge can then rise and fall together with the tide. Since a water depth of four to ten feet is needed to facilitate loading and unloading, it follows that the railroad crews and tug crews must schedule their operations at such times as to avoid extremely low and high tides.

For moving the freight cars onto or off from the barges, the Milwaukee Road and the local short line use switch engines; but to avoid the need for operating equipment so heavy as a locomotive on an apron or barge, the rail crew places three or four empty cars ("idlers") between the switcher and the cars to be loaded or unloaded. With such power, a long line of rolling stock can be moved at one operation.

Sometimes in this barging a large, rubber-tired tractor of the fork-lift type, but lacking the fork-lift itself, is used for the loading and unloading. But C. James Harrison of the Foss service, says such power is not nearly as good for the job as locomotives are.

The first of three strings of five freight cars has just been shunted aboard a barge at Seattle loading dock. Tanker at right was rolled back across the apron onto the trestle approach. It will be the leading car of five eased onto the track. Destination, Port Townsend. Note the railroad-owned tug at the right ready to swing into action as soon as the barge is loaded.

"When it rains," he explains "the barge's steel deck is very slick. Also, when there is any slope upward to the barge, due to high tide, the tractor can move at best only two cars at a time, often only one. This means, of course, it is a very slow process."

Mr. Harrison referred only to the barging of cars but not to loading and unloading them onto or from vessels having closed compartments for freight car transportation. A circular issued by such a vessel owner depicts a dockside scene with a tractor in operation, indicating that under right working conditions tractors may be suitable.

Cars for the Milwaukee's Seattle-Port Townsend line are assembled on its Seattle pier during the night and morning hours and are loaded onto barges the following afternoon. The

tow leaves Seattle daily at about four p.m. Cliff Hughes is port captain for the Milwaukee Road at this pier. Thirty years ago he was a deck hand on the company's barges operating through Puget Sound. From deck hand he became a barge captain and then port captain. The latter is a key position similar ot that of yard master.

Using the authoritative registry of all freight cars in the United States to obtain the length, width, and load capacity of the equipment to be loaded onto barges, Mr. Hughes carefully draws up schedules. He also examines each car to determine whether or not it has any unusual construction features which might interfere with loading or unloading.

In cooperation with the barge captains, he checks and records the number of each car, the nature of goods or materials it carries, and the names of consigness of these shipments. When the barge tows return to Seattle, usually long before the city is astir, he is there again to direct operations. His hours of relaxation include part of the period while the barge tows are under way. Mr. Hughes' success can be traced to his loyalty to the Milwaukee Road, his capacity for hard work and attention to details, and his ability to get along with others.

Because of shoreline congestion, one tug tows each of the two barges until they are riding the waves well out in the harbor. Then the leading tug begins towing the second barge, tandem-style, behind the first. A 45-mile trip to Port Townsend lies ahead. Usually it takes about six hours, but sometimes head winds and high tides upset the schedules, although the Foss Company does have higher-powered tugs it can assign to this run to offset unfavorable weather.

Manning each barge are two railroad men—a barge captain and a deck hand —who secure the cars to the barges, tend towlines and lashings, and help to line up the barge-rails with apron-rails at the piers. Eating, sleeping and office accommodations are provided for them in a second-story compartment at the stern of the barge. Because of the long hours spent on duty, they usually work only alternate weeks.

A tug crew consists of seven men, including the captain. Their duties are somewhat similar to those on any ocean-going vessel. The captain directs the barges into the slips by means of the tug's whistle and a portable loudspeaker. When the tow arrives at Port Townsend, the freight cars are unloaded from the barges, and other cars from the mills at Port Angeles and Port Townsend are trundled aboard for the return voyage to Seattle. This unloading and loading usually occurs late in the evening under lights from the pier, the tug, and the barges. It is a dramatic scene. Strong winds from the southeastward, sweeping across Puget Sound, can add greatly to the difficulty of berthing the tow and loading or unloading, but the crew men have been

Jay Thurston, captain of a barge, stands beside the end of a boxcar sheathed in several inches of ice in foul weather of February, 1933.

schooled to take this labor in stride, with skill and calmness.

Port Townsend Railroad "spots" some of the empty cars at the paper-mill siding near Port Townsend and hauls the others to Discovery Junction. There they are picked up by the Milwaukee Road branch and wheeled to the Port Angeles mills. Then they are loaded during daylight hours with products of these mills, based on the superb stands of Douglas fir, hemlock, Western red cedar, Sitka spruce, and Western white pine covering much of the peninsula. Included in these products are lumber, plywood, rayon, paper, photo paper, shakes, and shingles. The loaded cars are returned early in the evening to Discovery Junction, where the Port Townsend Railroad moves them to Port Townsend.

Port Angeles and Port Townsend have no connections with the railroads farther south on the Olympic Peninsula. Promoters of the Port Townsend line, built in 1892 when that area was involved in a mad boom, expected the Union Pacific to build up the peninsula from the south to Port Townsend, but were disappointed. However, the short line became a connecting link between the Milwaukee's peninsular branch and the barge terminal.

Besides its Seattle-Port Townsend run, the Foss Launch & Tug Company tows freight-car barges to Port Gamble, located almost midway, from north to south, on the Olympic Peninsula. Near the south end of Puget Sound, it tows such barges between Shelton, where large wood-processing mills are located, and Tacoma, for the Milwaukee, the Burlington Northern, and the Union Pacific to couple into long freight trains. On its Inner Passage trips, the Foss barges travel as far as Ketchikan in southeastern Alaska and visit Canadian ports also.

For the shipment of freight cars in the enclosed, self-propelled vessel from New Westminster, B.C., to the Alaska Railroad at Whittier, the Alaska Trainship Corp. provides the boat, named *Alaska,* which can carry up to 56 such cars on her two enclosed decks. This vessel makes a weekly voyage from New Westminster to Whittier and return. The one-way distance between these points is said to be 1,158 miles. The Burlington Northern connects Seattle with New Westminster.

"Our service is the only one of its type offered to the Alaska Railbelt area," says Fred D. Donadel of the Trainship Corp. "In addition to the Milwaukee Railroad, we are served by the UP and BN at Seattle."

From the foregoing account, you can deduce that the barging of freight cars is best adapted to relatively short or medium-long trips over waters at least fairly well protected from the fury of blasts in the open ocean. Specially-built, self-propelled vessels, on the other hand, would seem to be better for carrying the cars over longer routes or on trips in which speed of delivery is important.

Long, fingerlike Puget Sound, with its numerous islands, heavily-timbered shorelines, and Olympic Mountains on the west, provides much natural protection for barge tows. So does the Inner Passage to the northwestward. With timberland of the Olympic Peninsula scientifically controlled, I would say that both its wood-processing industries and the barging of railroad cars have a promising future.

The earliest rail-car ferries crossed the mouth of the Susquehanna River in 1836; but the world's first major car-ferry service was over the Firth of Forth in Scotland in 1847.

STEVE MAGUIRE'S

TRANSIT TOPICS

PARIS gave exotic perfume to some of its subway cars a few years ago. Now, believe it or not, Metro riders will be soothed still further by high-quality music and occasional snatches of poetry. What more could you ask for sophistication?

A new express subway line in Paris, inaugurated last November by the French President, Georges Pompidou, soon will have piped music flowing from the station walls and through the commuter-packed trains. This line runs between the Paris Opera and the Arc de Triomphe. It is among the world's most modern, boasting pastel coloring, futuristic boutiques, and automatic ticket dispensers. Director of the Paris subway system, Pierre Weill, decided to try piped music and called on Jean Wiener, who has written music scores for more than 300 films.

Says Mr. Wiener: "We have tried to make the selections short and varied. For example, a concerto by Bach that is periodically interrupted by sounds of daily life—street sounds, a bird, rain, children shouting. Other selections will range from the *Three Penny Opera* to *West Side Story* to works by Maurice Ravel. Occasionally we will even have a few bits of verse."

NEW YORK subway riding is less romantic. A series of previously unpublished documents appearing in the *New York Post* points out that the air in this big city's underground system contains "dangerously high levels of iron particles." Accoring to *Post* writer Steve Lawrence, "The studies show that particle levels are at least twice as high as levels termed unhealthy by the Federal Environmental Protection Administration."

The former Air Resources Commissioner Rickles promised to "do everything possible" to have a thorough study made of subway air pollution. How much good can be accomplished by a "study" remains to be seen. Plenty of official surveys have been documented and filed away to gather dust without anything further being done about them.

Meanwhile, three aged anchors—one

On the last passenger run of the Fort Dodge Line on August 31, 1955, were conductor F. E. Neumaker at the right and motorman Bert Askvig, both residents of Boone, Iowa. Car No. 82, which made the final run, posed on a trestle for photographer Edward H. Meyers, of Boone.

Car 1005 of old Sacramento Northern at Lafayette, Calif., Nov. 10, 1956.
Photo by Stephen D. Maguire

almost 150 years old—have been recovered from New York's East River as a result of dredging operations for the 63rd Street transit tunnel now being built for Metropolitan Transportation Authority subway trains. MTA Chairman William J. Ronan says they "represent a significant maritime discovery" and will become permanent fixtures in New York City. The two oldest anchors will be donated to the South Street Seaport Museum. The third will be displayed in the Welfare Island station of the 63rd Street rail tunnel system.

Comparatively few such relics are extant anywhere. Oldest of the three is believed to have been made in the British Isles about 1845 for a small wooden sailing vessel. Spokesmen at the Seaport Museum were surprised at the underwater discovery.

"The East River currents are fantastic," they point out. "You just don't expect to find such anchors these days. Those lost around here are probably buried forever in the lower Harbor. Dredging operations cause heavy metal products to sink further and further into the bottom."

The 63rd Street tunnel, with two upper tracks for subway trains and two lower levels for the Long Island Rail Road, will provide a major new link between Manhattan, Queens, and Long Island. It is expected to be ready for use in 1976.

BOSTON'S trolleys, rapid transit trains, and buses are blossoming out in bright new, color-coded stripes. For some time the Massachusetts Bay Transportation Authority has designated its main route as the Red Line, Green Line, Blue Line, and Orange Line. Now vehicles serving those routes will be striped the same colors. Now, Joseph Kelly, the general manager, says the trains and streetcars will have the line's identifying colors painted in 30-inch bands horizontally around the mid-section of the vehicle and vertically from just below the windows to the bottom of the vehicle. Buses which may connect more than one of the main lines are getting a bright golden band offset with narrow black stripes at top and bottom.

MBTA has applied for additional Federal aid of $334,000 to expand the scope of its South Bay Maintenance Center project to include a new two-track right-of-way between the Center and the Red Line rapid transit extension at Columbia station.

The following from Frank T. Breed, 24 Windmill Lane, Laconia, N.H. 03246: "Recently, in Boston I rode the new rapid transit route to Quincy Center. Having ridden other subway lines in Boston and New York City as well as the Long Island Rail Road, I must say that the quality of service and cleanliness on the Quincy 'Red' Line is far superior to any of those."

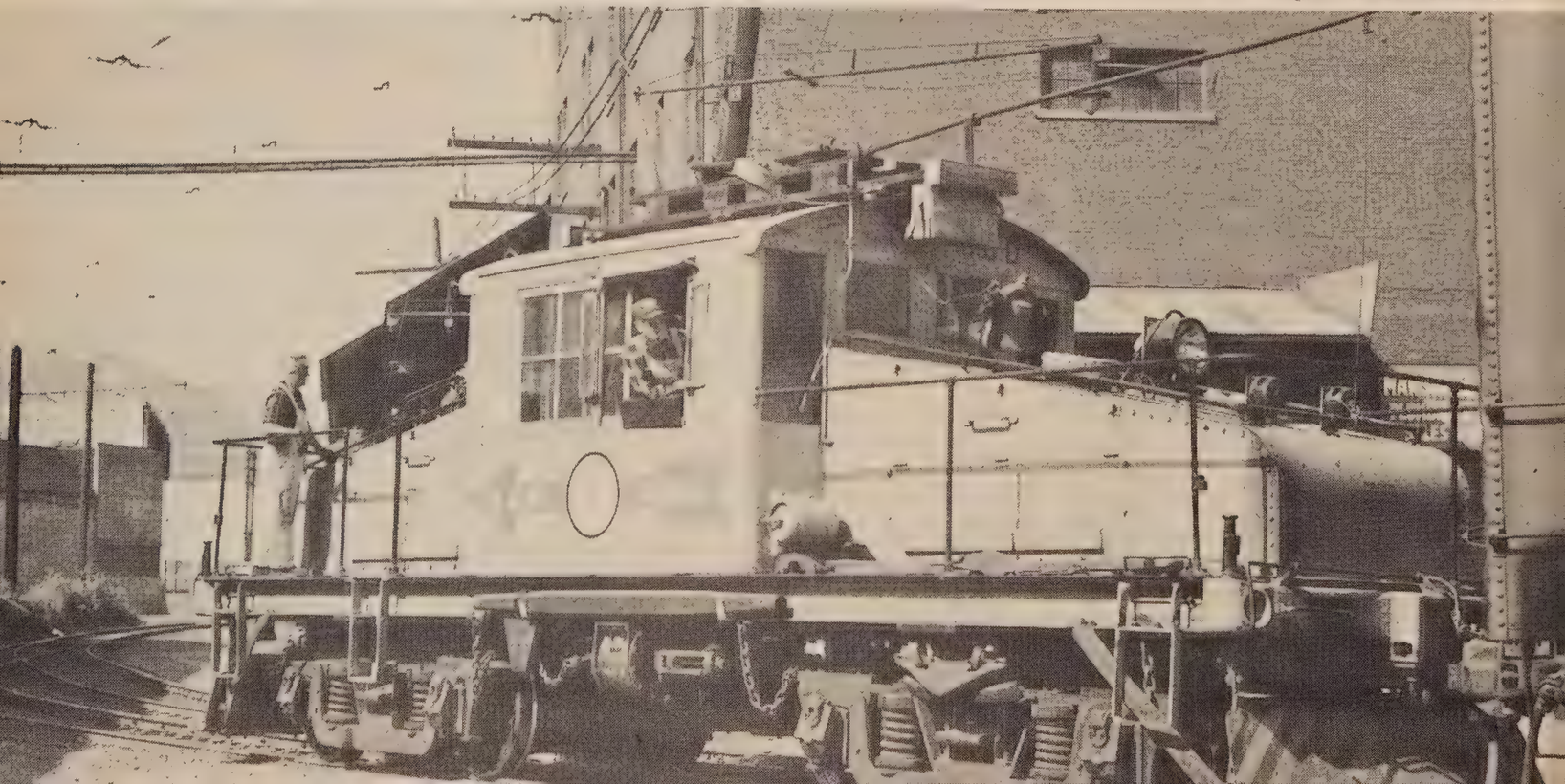
(Frank is doing a term paper on mass transportation vs. the automobile and asks readers to tell him sources of information on this controversial subject.)

GEORGIA is going ahead with ambitious plans for a modern transit system. As we reported last month, Atlanta and its suburbs voted for a one percent regional sales tax to finance the proposed new system, but only by a narrow margin. Two other counties, Clayton and Gwinnett, rashly turned it down; they will be excluded from rapid transit extensions.

The contemplated system had already been approved by the Metropolitan Atlanta Rapid Transit Authority. Its total proposed cost was set at $1.4 billion, two-thirds coming from the Federal Government under the Urban Mass Transportation Act and the rest from the sales tax. As originally outlined, the new MARTA would take over the existing Atlanta Transit System and build 56 miles of rail lines and 14 miles of exclusive express bus service in median lanes of highways. But the "no" vote in

Robert L. Hogan, 7815 Sanford St., Oakland, Calif. 94605

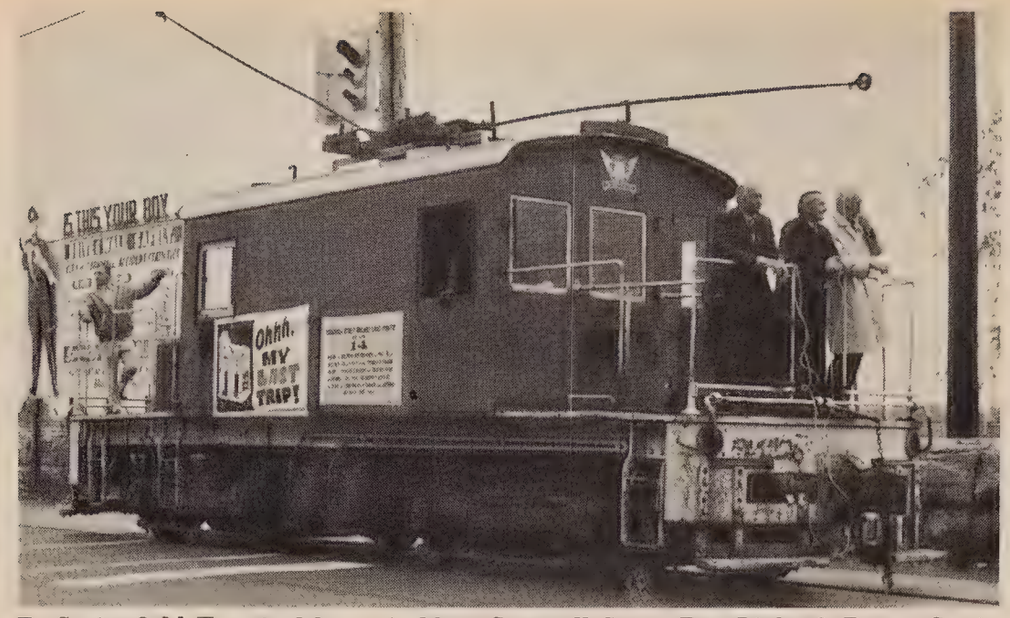
British Columbia Hydro operates an almost forgotten remnant of its once-vast electric lines in downtown Vancouver, B.C. Two steeple-cab locomotives, 960 and 961, switch each workday afternoon below the old George Street viaduct.



The Halton County Radial Railway of the Ontario Electric Railway Historical Association will open officially this spring. Last May 24, in pouring rain, a preliminary run was made by No. 327, replica of an open car of the 1893 period which was built in 1933 by the Toronto Transportation Commission. Neil McCarten of the OERHA, Box 121, Scarborough, Ont., Canada

Photographed Nov. 1970 by Ronald D. Kerr, 36 Sweetgum Rd., Levittown, Pa. 19053

The magic of a rain-swept night is caught by this view of a PCC rolling through Coolidge Corner in Brookline on Massachusetts Bay Transit Authority's Beacon St.-Cleveland Circle route.



Ex-Springfield Terminal loco, (sold to Cornwall Street Ry., Light & Power Co. in 1950) leads parade Oct. 9, 1971, last day of Cornwall electric operation.
John Wallington, 3460 Keene St., Apt. 820, Downsview, Ont., Canada

two counties reduces the scope of this program. Presumably the new system will be ready for operation by 1977.

A unique feature of the proposal that Atlanta and neighboring DeKalb County approved is that upon acquisition of the ATS bus system, all local fares will drop from 40 to 15 cents, and the 5-cent charge for transfers will be eliminated. MARTA will try to hold that scale, at least for the next 7 years. After that, the fare will rise 5 cents a year until it reaches 30 cents in the tenth year.

ATLANTA will not have the first new transit system to be built in the South. Already the Metro in Washington, D.C., is under construction. A groundbreaking ceremony was held at Rosslyn, Va., for one of the 20 new stations to be erected along the line into Virginia. Oldtimers recall the halcyon days when Rosslyn was a busy interurban terminus. Although the old streetcar and interurban rails vanished long ago, replaced by monumental highway traffic jams, it is likely that some 42,000 riders a day will be using the Metro in the not-too-distant future.

But despite about $7.5 million worth of precautions taken by the builders of Washington's new subway, cracks have appeared in one of the capital's most beautiful buildings adjoining its path, the National Collection of Fine Arts. No major damage has appeared thus far, but this museum has closed its Lincoln Gallery, so named because it was the site of Abraham Lincoln's second inaugural ball.

The threatened structure, which used to be the Patent Office Building, houses the National Collection and the National Portrait Gallery, both branches of the Smithsonian Institution. Cracks have appeared at various places over the years, but the latest ones are attributed to the subway job. This may wind up as a matter for legal determination, however. To guard against damage to the historic building and its works of art, about $7.5 million worth of pilings and underpinnings were put in place before major excavation started.

PITTSBURGH is stuck with a Skybus program. The voters obviously didn't want it, but they're stuck just the same. Last November's balloting pitted County Commissioner Dr. William Hunt and Robert F. Stokes, both foes of Skybus, against two present commissioners, Leonard Staisey and Thomas Foerster, both Skybus supporters. Hunt received a huge plurality, but Stokes lost out. Thus their opponents retain control, even though Hunt polled far more votes than either of them. Mayor Peter Flaherty interprets the election results as public disapproval of Skybus and so-called Early Action Program. This news comes from Jim Cerny of Pittsburgh and Donald K. Slick of Oil City, Pa.

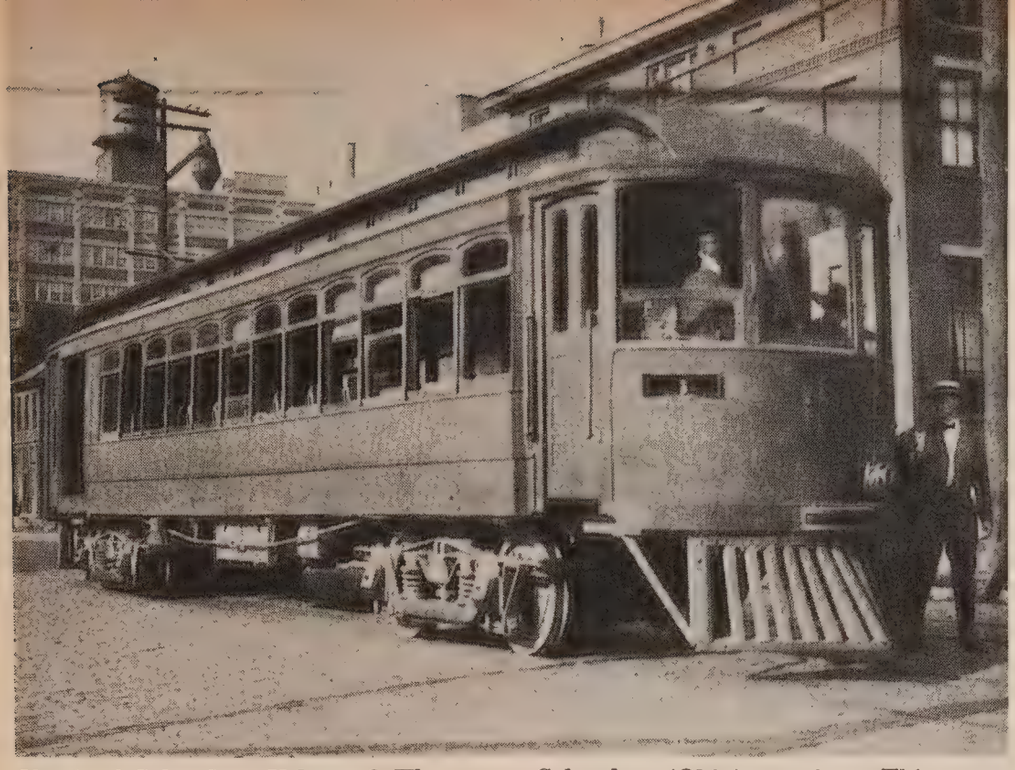
EAST CLEVELAND residents look in vain for signs of the construction of a $14 million commercial development over the Windermere rapid transit station, although a gala champagne party was held about seven months ago to celebrate the ground-breaking for this project. Cleveland Transit System warns developer Nat Dolin that if the project isn't started soon he will be held in default. Dolin blames the delay on difficulty in getting performance bonds for $4 million of the construction. CTS required such bonds when it gave Dolin a 99-year lease on air rights. The deal calls for payment of $1,510,250 to CTS. Windermere development, if built, will include twin 12-story towers and a two-story shopping arcade over the rapid transit station. What this could do to the traffic jams in East Cleveland is not pleasant to contemplate, comments Alfred Kleinsmith of Cleveland.

BALTIMORE, MD., was the site of last November's convention of the Association of Railway Museums. It is also the location of the Baltimore Streetcar Museum, which operates a unique collection of old trolleys from the vicinity on its half-mile of track on Falls Road, two blocks from Penn Central station, downtown.

The fans who created BSM formerly belonged to the Washington, D.C., group which now runs the National Capital Trolley Museum at Wheaton, Md. When the operating museum in the District of Columbia was about to be formed, the Baltimore hobbyists broke away from the D.C. fans because of the difference of gage between trolleys in the two areas.

D.C. had standard-gage cars; Baltimore's were unusually wide, 5 feet 4½ inches. The Baltimoreans have a fine assortment of almost every type of trolley that ever ran in their city, a collection that the Transit Company itself had kept safely for many years. They split from the D.C. group and built their own operating museum. Streetcar rail gages in this country were mostly standard, although the Pennsylvanian area had many lines with 5 feet,

Kitchener-Waterloo Record photo
Five-car passenger train near Kitchener, Ont., Canada, in 1912 on the Galt, Preston & Hespeler Railway.



No. 3 of Columbus, Urbana & Western at Columbus (Ohio) terminus. This was a 10-mile line. It owned only four passenger cars, which ran along one side of road.
Photograph by Stephen D. Maguire

2½ inches. Why did Baltimore have an even wider gage? BSM gives us this explanation:

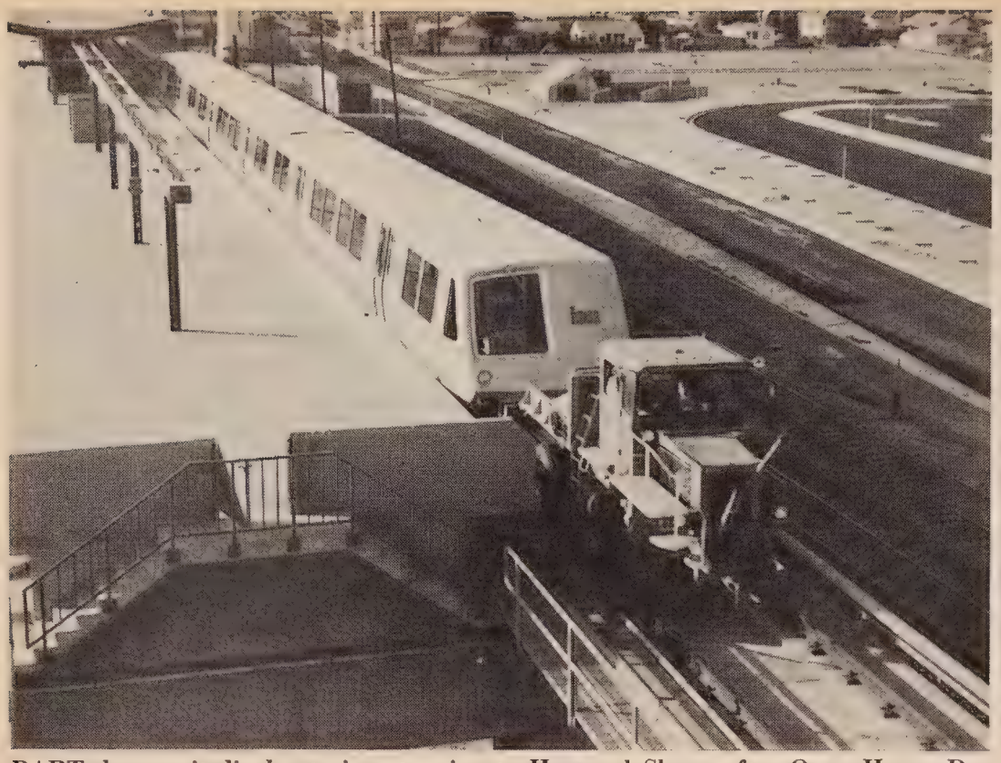
The 5-foot 4½ inch gage was imposed upon Baltimore in 1859 when the city fathers granted franchises for the operation of horsecars. It was the era of iron-tired buggies, carriages, wagons, and omnibuses; and the wide gage conformed with the wagon wheel and omnibus gage of the day. The streets, usually paved with cobblestones, were anything but smooth. Hence the earliest type of iron rails for horsecars was a "tram" type, designed more for iron-tired vehicles than for streetcars. Omnibuses, which carried 15 or 20 persons apiece and ran on regular routes throughout the city, found that iron tracks improved the passenger comfort.

Because horsecar tracks were adopted to the old wagon-wheel and omnibus gage, the earliest type of iron track naturally varied in gage throughout the country. Baltimore authorities set 5 feet, 4½ inches, and the other old Eastern cities varied slightly. Newer cities in the West and Midwest adopted the "standard" gage, 4 feet, 8½ inches, set by the steam railroads many years ago. Before that, some steam roads had various gages and could not run over each other's line.

The 5-foot, 4½-inch gage specified in the original franchises was retained even when Baltimore's old horsecar tracks gave way to cable-car and electric-car rails. After the introduction of electric cars, the 'tram" rail, designed in the rough cobblestone paving era, was replaced by a much improved type known as "grooved" or girder rail, more adapted to smoother types of paving; but the same wide gage was retained to the end of trolley operation in about 1959.

RED ARROW DIVISION of the Southeastern Pennsylvania Transportation Authority vacated its Llanerch car barns and shops and the three miles of track connecting it with 69th Street Terminal in Upper Darby last November 30th. The barns had been used by rail and bus lines for many years; but when SEPTA took over operations, that area was not part of the purchase. The property may eventually be sold by the Merritt H. Taylor interests, owners of Philadelphia Suburban Transportation Co., to make room for a suburban shopping area.

Vacating the Llanerch facilities required SEPTA to find a new location for its car storage, work shops, and painting barns. So they acquired space in the subway shops just north of 69th



BART three-unit display train returning to Hayward Shops after Open House Day in Oakland subway stations last September 25th. The end cars are motors in the 100-series of prototypes being tested; the center car is a trailer. Train is passing Coliseum station (left-hand operation), pulled by a diesel-mechanical motor, a road vehicle with flanged steel wheels lowered for rail operation. The rubber tires contact the rails while the flanged wheels themselves only serve as guides.
Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

Street Terminal. A track connection to the subway shops from the 69th Street loop was built so that cars could travel directly across to the rear of the subway yards. There, additional storage track has been built and the large shop structure altered to provide a new shop and painting areas for the rail cars.

The center reserved track in the middle of West Chester Pike, which the West Chester and Ardmore rail lines had used until their abandonment, will be surrendered for highway use. However, the portion directly across from the 69th Street Terminal is being retained for car storage. A substation also is located there.

THE PHOTO of a New Haven Railroad electric train shown in our department last November was taken in 1898 as the train left the Cohassett (not Woonsocket), Mass., according to two Massachusetts readers, James E. Lee of Cambridge and Norton Clark of Newton. James says this same view appeared in the May '45 issue of the old New Haven publication *Along The Line* in connection with the golden anniversary of the road's electrification. That magazine carried this list of experimental electrifications made by the New Haven between 1898 and 1907:

1895	Nantasket Beach (Braintree-Pemberton and Cohasset)
1896	Hartford-New Britain
1896	Manufacturer's RR, New Haven
1898	New Britain-Bristol
1899	Stamford-New Canaan
1901	Providence-Warren-Bristol (R.I.)-Fall River
1906	Berlin-Middletown
1906	Meriden-Westfield
1906	Middletown-Cromwell
1906	Tafts-Central Village
1907	East Hartford-Vernon-Rockville-Melrose

James Lee adds that in the original plans of Boston's South Station a reversing loop was designed to operate below track level and underneath the depot. It was built but never used.

Photograph by Stephen D. Maguire

Scranton Traction Company's car 50 on city street in Scranton, Pa. in 1953.

New Electric Publications

The White Front Cars of San Francisco, **by Charles A. Smallwood, 476 pages, 8½" x 11", was issued as *Interurbans Special 44* by one of this magazine's *Interesting Railfans*, Ira L. Swett, 8438 Mountain View Ave., South Gate, Calif. 90280. Available in soft covers at $10 or hard cover $15, it is one of the biggest books we have ever reviewed. Although it deals to some extent with both earlier and later years of transit in San Francisco, it is based primarily on the 1921-'44 era when the Market Street Railway dominated transit operation in that area.**

Ira's depth of coverage of the cars, lines, and operations is almost unbelieveable. It probably would not have been possible without the years of work by the author, Charles Smallwood, who was born in San Francisco and photographed its cars and trolley lines, eventually becoming an employee of the Market Street Railway. This book is the result of his efforts in photography and assembling material from MSR and its officials, particularly the late Charles D. Miller, who also collected company photos and data that are now invaluable. No part of this great story seems to be missing.

Previously, Ira Swett published some fine, useful books on the traction lines in Los Angeles area; and now, thanks to him and Smallwood, we can enjoy the San Francisco coverage.

Ohio Trolley Trails, **152 pages, 8½x 11", with soft covers, may be had for $6.95 from the author, Harry Christiansen, 24555 Lake Shore Blvd., Suite 1610, Euclid, Ohio 44123. This is largely a picture-book including short accounts of trolley and interurban lines in northwestern and central Ohio, particularly the Ohio Electric and its succesor, Cincinnati & Lake Erie, and smaller companies. Its more than 400 photos of cars, mostly small views that vary in reproduction from good to fair, fill many pages but without professional page make-up. Some shots have appeared elsewhere, but nowhere in this new book can you find credits for individual photos.**

Most of the text and many pictures cover big interurbans. Christiansen covers (but only in words) two long-gone, small, forgotten lines: the Defiance Street Railway that quit in 1914 and the Miami & Erie Canal Towpath Railway that opened in 1903 and closed in 1905. Several reproductions of interurban timetables and maps of the area are included, also a C&LE roster. If you didn't receive the CERA's Ohio *Bulletin* some years ago, now out of print, you should welcome Christiansen's book.

Good reproductions of 17 old traction timetables are being offered at low prices by Herb Denneman, 14425 Woodland Pl., Brookfield, Wis., 53005. Included are Indianapolis & Southeastern, C&LE, WB&A, Indiana RR., Lake Shore Electric, Kankakee & Urbana, Fort Wayne & Northern Indiana, etc., most of them priced under one dollar. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

HOBBY CLUB

conducted by Sy Reich

POSITIONS are open at Steamtown for assistant curator, train announcer, trainman, engineman, and mechanical staff. Wages are open for discussion. Typical museum wage for beginners starts at $1.75 per hour. Send letter or resume to Edgar T. Mead, Director, The Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101.

A 1972 calendar, 11x17″, showing 12 good Michigan railroad and trolley photos, is available at $1.50 postpaid from the Michigan Railroad Club, Box 586, Dearborn, Mich. 48121.

Another 1972 calendar, 10x17″, "Streamliners of Yesteryear," has 13 pages of steam- and diesel-powered train photos; $2.75 postpaid, two calendars for $5, from Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023.

A round-end observation car that once graced the rear of Pennsy's *Broadway Limited* has been purchased by three soldiers from the High Iron Co., and placed on a siding at Ft. Monmouth, N.J., where it serves as their home. The car is named *Mountain View*. The men hope to store the car at the Army's new transportation museum at Ft. Eustis, Va.; and upon their discharge it will be shipped to their home city, Seattle, Wash.

Many items of railroad interest, on a special postage-paid, 30-day introductory price with insignia on it, is being offered by Mid-Continent Railway Historical Society, Inc., North Freedom, Wis. 53951. Ask for details.

A new organization called the Railroadana Collectors Association, Inc., has been formed to promote goodwill, fellowship, and communication between those interested in this hobby. RCA will issue a quarterly publication with articles about collectors, collections, and unusual railroad items. Membership cards and certificates will be available. When writing for info., enclose 10¢ to help with expenses. Contact is Dan Moss, secretary, 405 Bryon Ave., Mobile, Ala. 36609.

The 470 Railroad Club of Portland, Me., has a habit of doing things right. Their 1971 Fall Foliage trip across the three northern New England states from Portland to Island Pond, Vt., was sold out two months in advance. The train had 14 coaches, two baggage cars, and a steam generator car (not needed), hauled by three GP-9 type units, two Central Vermont and one GT.

An old Norfolk & Western caboose, 35 feet long and weighing 22 tons, was recently won by a man in a benefit raffle. Two weeks later the new owner sold his caboose at auction for $1,650. The high bidder plans to move it to his property. After installation of red velvet seats and gas lanterns, it will be used as a den and poker parlor.

The Lake Shore Railway Historical Society is offering for sale three of the last group of Pullman heavyweight sleepers to operate in the U.S., retired from active service in 1966. These cars are surplus. The Society will sell theirs to meet a financial obligation. The *Donizetti* and the *Moore* are six-compartment, three-drawing-room cars built in 1924 while the *Poplar Trail* is a six-double-bedroom car rebuilt in 1939 from a 12-section, one-drawing-room car originally built in 1924. All three cars have been vandalized to varying extents, damage is largely limited to broken windows and mirrors and missing fixtures. Most upholstery is not damaged, and shows only normal wear. Contact James C. Caldwell, 5808 Georgetown Drive, Erie, Pa. 16509.

Historical Railroad, Inc., has applied to the ICC for permission to acquire and operate a common carrier railroad between Queenstown & Denton, on Maryland's eastern shore. The Penn Central's Baltimore & Eastern is currently trying to abandon this line. A look at the map shows Queenstown adjacent to major highways that run between Philadelphia and Washington, D.C. A report has it that Mobile & Gulf's Alco 2-6-0 was destined for Maryland when dieselization came a year ago.

Champlain Valley Chapter, NRHS of Burlington, Vt., reports that the Central Vermont has been experimenting with new freight schedules. Montreal-New London through freights now terminate their interchanges at Palmer, Mass. Engines and caboose run light to New London. Rail officials say that two days can be saved by doing this. If this inter-interchange plan works, CV may possibly move its time-honored southern terminal from New London to Palmer. Also, only one crew will take the train from St. Albans to Palmer, 230 miles.

Howard F. Greene, *Interesting Railfan* No. 109 and president of the Railway & Locomotive Historical Society, never leaves his bag unpacked. When his Boston office work-load allows, he may pop up in Texas, California, Illinois, Quebec, North Carolina, New York, or the island of St. Pierre.

For many men in the Nebraska State Health Department, Saturday is the day to paint bathrooms, fix dripping faucets, or any of those other little jobs the better half has saved up for him. Not so for Bill Rapp (Environmental Sanitation) and Tom Jurgens (Accounting), who spend their Saturdays in train watching. Tom's main interest centers on Nebraska's branch line railroads, particularly around his hometown of Beatrice. Tom collects data, photos, timetables, etc., on past operations of the Burlington, UP, and Rock Island, which made his hometown a busy rail place long ago. Bill, on the other hand, is more interested in the stations and other railroad buildings. For the past four years, he has been editor of *The Bulletin* of the Railroad Station Historical Society. In addition, he has authored the book, *CB&Q Stations In Nebraska.*

The last remaining Canadian National mountain observation car can be seen in its new home at Calgary's Heritage Park. The Michigan Railroad Club used this car on a fantrip out of Windsor a few years ago. Originally built as a sleeper by Pullman, it was purchased second-hand by CN in 1916. The car will be attached to a train serving a re-created early 19th century village.

Three new passenger cars have been acquired by Tennessee Valley Railroad Museum, Chattanooga, Tenn. A Southern Ry. official did the honors at the dedication ceremony at Terminal station. The cars, in good condition, have already been used on various trips. As part of the upgrading coach program the Museum also has replaced three unserviceable coaches with three useable ones from the Southern.

How's this for an interesting setup? It's the Rail and Riverboat Museum located 2½ miles northwest of Lexington, Va., on Highway 39. It is largely the restoration of the old Blue Cat Club or Tavern which had a pretentious and notorious past up and down the Mississippi Valley. Its Railroad Room contains numerous and beautiful old lamps, track machinery, model trains, and the pictured evolution of railroads from the early *Tom Thumb* days to the present, also dining-car silver and chinaware from numerous railroads. A star attraction is a rare portrait of Casey Jones, one of two which are housed east of the Mississippi River. The Mississippi Room features a fine lot of lithographs of famous old steamboats from the era of the floating palaces on the Mississippi River. The rear room has a Civil War corner with relics from Mississippi, Tennessee, and Virginia battlefields. ●

(Below) Loco D-14. Motive power is used jointly by the Texas, Oklahoma & Eastern and the DeQueen & Eastern. (Right) The A&LM's No. 14 is not listed on this roster.

Arkansas Short Lines

Motive Power Rosters Compiled by Sy Reich

Arkansas & Louisiana Missouri Railway

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
———	10	1000	GM-EMD	NW2	B-B	74,500	248,000	1949	
———	11	1200	GM-EMD	SW7	B-B	74,500	248,000	1950	
———	12	1200	GM-EMD	SW9	B-B	74,500	248,000	1952	
———	32	250	Plymouth	ML8	B	15,000	60,000	1942	20
———	34	380	GE	44-ton	B-B	22,000	88,000	1946	1

Arkansas & Western Railway (*owns no locomotives*)

Ashley, Drew & Northern Railway

———	102	900	GM-EMD	SW900	B-B	57,500	230,000	1959	4
———	150	1500	GM-EMD	SW1500	B-B	62,000	248,000	1970	
———	170-172	600	GE	70-ton	B-B	41,300	140,000	1948	2
———	173	600	GE	95-ton	B-B	47,500	190,000	1951	3
———	174	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
———	176	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	
———	178	1200	GM-EMD	SW1200	B-B	62,000	248,000	1963	

Augusta Railroad

———	6	?	Plymouth	8-ton	B	4,000	16,000	?	21
———	7	250	Vulcan	34-ton	B	17,500	70,000	1942	22

Bauxite & Northern Railway

———	9	1000	Alco-GE	S2	B-B	?	?	1948	24
———	10	1200	GM-EMD	SW9	B-B	64,000	248,000	1952	5
———	11	1200	GM-EMD	SW1200	B-B	64,000	248,000	1954	5
———	12-13	1600	Alco	RS-3	B-B	62,900	251,600	1955	6
———	14	1500	Alco-GE	RS-2	B-B	?	?	1949	23

Cotton Plant-Fargo Railway

———	1	?	Plymouth	?	B	?	?	?	

Dardanelle & Russellville Railroad

———	5	300	Plymouth	XL	B-B	?	90,000	?	7
———	12	300	GE	45-ton	B-B	27,500	90,000	1955	
———	14	600	GM-EMC	SW	B-B	50,400	202,000	1937	8
———	15	600	GM-EMD	SW1	B-B	50,000	200,000	1949	26
———	16	600	GM-EMD	SW1	B-B	50,000	200,000	1942	25

Delta Valley & Southern Railway

———	50	300	GE	50-ton	B-B	30,000	100,000	1954	

DeQueen & Eastern Railroad

———	D1	600	Whitcomb	70-ton	B-B	35,000	140,000	1942	27
———	D2	600	Whitcomb	70-ton	B-B	35,000	140,000	1942	27
———	D3	800	GM-EMD	SW8	B-B	57,500	230,000	1951	27
———	D4	900	GM-EMD	SW900	B-B	57,500	230,000	1954	27
———	D5	1200	GM-EMD	SW1200	B-B	62,000	248,000	1960	
———	D6	2500	GM-EMD	GP35	B-B	61,250	245,000	1964	
———	D7	3000	GM-EMD	GP40	B-B	66,250	265,000	1966	
———	D10	1000	GM-EMD	NW2	B-B	62,500	250,000	1948	28
———	D12-D14	3000	GM-EMD	GP40	B-B	66,250	265,000	1971	29

Doniphan, Kensett & Searcy Railway (*owns no locomotives*)

El Dorado & Wesson Railway

———	18	660	Alco-GE	S3	B-B	59,700	198,000	1952	
———	19	660	Alco-GE	S1	B-B	59,700	198,000	1940	10

Fordyce & Princeton Railroad

———	1	660	Alco-GE	S3	B-B	47,000	188,000	1950	32
———	9	300	GE	45-ton	B-B	22,500	90,000	1953	30
———	?	300	GE	45-ton	B-B	22,500	90,000	1948	31

Arkansas Short Line Notes

These rosters are based on data from AD&N; Agrico Chemical's chief clerk-transportation; Eastman Kodak's corporate information dept.; B&N's gen. mgr.; D&R's gen. mgr.; DQ&E's vice pres.; ED&W's president; GN&A's gen. supt.; Ho's asst. sec.-treas.; the NL&G; the L&NW; MP's asst. vice pres.- engineering; P&N; Reader's president; W&OV's president; W&SR's gen. mgr.; Arnold Hughes' president; Cameron Iron Works' asst. director of procurement; and Georgetown's vice pres.-operations. They are accurate as of second quarter 1971. For the purpose of our rosters, a short line is defined as a common carrier listed in either the Pocket List of Railroad Officials or the Official Guide, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; Alco Pr., Alco Products; Davn-Bess, Davenport-Bessler.

(1) A&LM 34 was originally Laurinburg & Southern 100, then Monroe Sand & Gravel 100 then A&LM 34.

(2) AD&N 170, 172 were sold to American Agriculture & Chemical Co., renumbered 8-9. 171 was sold to Crossett Lumber Co., renumbered 171; then sold to a buyer unknown to us.

(3) AD&N 173 was sold to Eastman Kodak Co., renumbered 7 (6/55).

(4) AD&N 102 was originally Hammonds-California Redwood Co. 102, then Feather River Ry. 102 (10/61), then AD&N 102 (10/65).

(5) B&N 10-11 were sold to Missouri Pacific, renumbered 1254, 1260.

(6) B&N 12-13 were originally MP 4502, 4504, then MP 975, 977, then B&N 12-13.

(7) D&R 5 was originally Bois D'Arc & Southern ?, then Rockdale, Sandow & Southern 5, then D&R 5 (1949); scrapped.

(8) D&R 14 was originally MP 9001, then D&R 14.

(10) E&W 19 was originally Massena Terminal 8, then RS&S 6 (1951), then E&W 19 (1958).

(11) L&NW 42-43 were originally St. Louis-Southwestern 1005, 1009; then L&NW 42-43 (4/63). L&NW 43 was sold to the Georgetown, renumbered 1004. L&NW 42 was sold to the Georgetown for parts; scrapped.

(12) MV 106-107 were originally MV 151,154, then MV 106-107, then T&P 106-107; uprated to 1600 hp.

(13) MV 108-109 were originally MV 152. 153; then MV 108-109, then T&P 108-109. Rebuilt by GM-EMD to GP9(mod) with 1500 hp. rating. Uprated to 1800 hp.

(14) P&N 24 was originally Valley & Siletz 11, then P&N 24.

(15) Reader 11 has 17"x24" cylinders, 46" drivers 200 psi boiler pressure. Was built for the Caddo & Choctaw as No. 11, then purchased by Reader.

(16) Reader 108 has 18"x24" cyls., 47" drivers, 200 psi. b.p. Was originally Angelina & Neches River 108, then Reader 108 (1956).

(17 Reader 1702 has 19"x26" cyls., 57" drivers, 225 psi. b.p. Was originally U.S. Army 1702, then Warren & Saline River 1702 (1946), then Reader 1702 (1964).

(18) W&OV 100 was originally Chicago Rock Island & Pacific 362, then W&OV 100 (while leased from CRI&P), then CRI&P 362. Was traded to GM-EMD (3/9/66) for new CRI&P power.

(19) W&SR 73, 75 were originally Potlatch Forests 73, 75; then W&SR 73, 75.

(20) A & LM 32 was originally U.S. Air Force Technical School ?, then A&LM 32, then Monroe Sand & Gravel 32.

(21) Augusta 6 was built for Corps of Engineers.

(22) Augusta 7 was originally Maumelle Ordnance Works "Plant Loco 1," then U.S. Army 8223, then Augusta 7.

(23) B&N 14 was originally ?, then Whisler Equipment Co. ?, then B&N ?, then Point Comfort & Northern 9.

Graysonia, Nashville & Ashdown Railroad

———	51	660	Alco-GE	S3	B-B	59,400	198,000	1951	
———	55	1000	Alco Pr.	S4	B-B	69,000	230,000	1955	

Helena Southwestern Railroad

———	300	380	GE	44-ton	B-B	22,000	88,000	1948	

Louisiana & North West Railroad

———	40-41	800	GM-EMD	SW8	B-B	57,500	230,000	1950	33
———	42	1000	Baldwin	VO 1000	B-B	60,145	240,580	1943	11
———	43	1000	Baldwin	VO 1000	B-B	61,338	245,350	1945	11
———	44-46	1500	GM-EMD	F7A	B-B	60,025	240,100	1952	34
———	47	1500	GM-EMD	F7A	B-B	59,340	237,370	1950	35

Louisiana & Pine Bluff Railway

———	35	300	GE	45-ton	B-B	22,500	90,000	1948	30

Midland Valley Railroad (*absorbed by Texas & Pacific Apr. 1, '67*)

———	106-107	1500	GM EMD	GP7	B-B	61,490	245,950	1953	12
———	108-109	1500	GM EMD	GP7	B-B	61,490	245,950	1953	13

Prescott & Northwestern Railroad

———	23	600	GE	70-ton	B-B	41,300	139,000	1954	
———	24	600	GE	70-ton	B-B	41,300	139,000	1955	14
———	25	720	GE	70-ton	B-B	41,300	139,000	1956	36

Reader Railroad

———	11	———	Baldwin	———	2-6-2	23,100	125,000	1925	15
———	108	———	Baldwin	———	2-6-2	25,300	125,000	1920	16
———	1702	———	Baldwin	———	2-8-0	31,500	144,000	1942	17

Texarkana Union Station Trust (*owns no locomotives*)

Warren & Ouachita Valley Railway

S-22	100	360	Davn Bess	44-ton	B-B	22,000	88,800	1940	18

Warren & Saline River Railroad

———	73,75	650	Whitcomb	75DE-24	B-B	35,000	140,000	1948	19

Photograph by Frank Clodfelter

(24) B&N 9 was sold to Massena Terminal, renumbered 12 (9/54).

(25) D&R 16 was originally Chicago & Eastern Illinois 99, then C&EI 6001, then D&R 16.

(26) D&R 15 was originally Galveston Wharves 201, then D&R 15 (4/7/67).

(27) D&E 1-2 were purchased second-hand from Whitcomb. Were originally U.S. Army units. D1-D4 were sold to Weyerhaeuser Co., renumbered D1-D4.

(28) D&E D10 was originally Detroit, Toledo & Ironton 910; then Chicago, West Pullman & Southern 49 (1961); then George R. Silcott 49 (1969); then D&E D10 (1969).

(29) D&E D12-D14 are owned by the Texas, Oklahoma & Eastern.

(30) F&P 9 was originally Fordyce Lumber 9, then F&P 9, then sold to L&PB, renumbered 35.

(31) F&P ? was originally Crosset Chemical 7, then Georgia-Pacific ?, then F&P ?, then sold to George R. Silcott, then sold to Cameron Iron Works, renumbered D 002.

(32) F&P 1 was originally Hammond Lumber Co. 1, then Oregon, Pacific & Eastern 101, then Feather River 101 (9/65), then Georgia-Pacific ? (c. 1/67), then F&P 1.

(33) L&NW 40-41 were sold to the North Louisiana & Gulf, renumbered 40,39.

(34) L&NW 44 was originally Southern Pacific 6379, then GE 6379; then Wellsville, Addison & Galeton 6379; then L&NW 44.

L&NW 45-46 were originally SP 6380, 6378, then GE 6380, 6378, then WA&G 2000, 2100, then L&NW 46-46.

(35) L&NW 47 was originally SP 6309, then GE 6309, then L&NW 47.

(36) P&N 25 was originally Sacramento Northern 202, then P&N 25.

California Short Lines

Motive Power Rosters Compiled by Sy Reich

Alameda Belt Line

Railroad Class	Road Numbers	HP	Builder	Model Builder's	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
----	D1-D2	660	Alco-GE	S1	B B	59,700	199,000	1942	1
----	D3	660	Alco-GE	S1	B-B	59,700	199,000	1946	49
----	D4	1000	Alco GE	S2	B-B	69,000	230,000	1943	2
----	D5	1000	Alco-GE	S2	B-B	69,000	230,000	1944	2

Almanor Railroad

----	106	380	GE	44-ton	B-B	22,000	88,000	1946	3
----	166	600	GE	70-ton	B-B	41,300	140,000	1955	4

Amador Central Railroad

----	8		GE	44-ton	B-B	27,000	88,000	1945	51
----	9	1200	BLHW	S-12	B-B	60,000	240,000	1951	5

Arcata & Mad River Railroad

----	101	400	GE	44-ton	B-B	22,000	88,000	1950	52
----	102	400	GE	44 ton	B-B	22,000	88,000	1950	6
----	103	600	Whitcomb	80DE-7b	B-B	35,000	160,000	1945	7
----	104	380	GE	44-ton	B-B	22,000	88,000	1945	8
----	105	380	GE	44-ton	B-B	22,300	88,000	1942	9

California Western Railroad

----	45	----	Baldwin	----	2-8-2	30,000	150,000	1924	10
----	46	----	Baldwin	----	2-6-6-2	42,500	247,000	1937	56
----	51-52	750	BW	DS 4-4-750	B-B	50,000	200,000	1949	53
----	53	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	11
----	54	1200	BLHW	S-12	B-B	70,670	239,120	1953	54
----	55	1200	BLHW	RS-12	B-B	57,500	242,000	1955	55
----	56	1200	BLHW	RS-12	B-B	57,500	242,000	1955	55

Camino, Placerville & Lake Tahoe Railroad

----	1	400	GE	44 ton	B B	22,000	88,000	1953	12

Central California Traction

----	25	380	GE	44-ton	B-B	26,500	88,000	1946	57
----	26	380	GE	44-ton	B-B	26,500	88,000	1946	13
----	30	600	GE	70-ton	B-B	41,300	140,000	1947	14
----	31-32	600	GE	70-ton	B-B	41,300	140,000	1947	15
----	40-41	660	Alco-GE	S1	B-B	59,700	198,000	1942	1
----	42	660	Alco-GE	S1	B-B	59,700	199,980	1942	16

Harbor Belt Line Railroad (owns no locomotives)

Holton Inter-Urban Railway (owns no locomotives)

Notes on California Short Lines

Rosters are based on data from ABL & OT's supt., AC's gen. mgr., CW's asst. gen. mgr. & auditor, CCT's master mechanic, Associated Metals' vice pres., Bay Area Electric Railroad Association's secretary, LAJ's pres., MR's master mechanic, ITT Rayonier Northwest Timber Div., Quincy's auditor & gen. supt., Chrome Crankshaft, Sylvite of Canada's maintenance supt., San Francisco Belt's supt., SMV's vice pres., Sierra's asst. auditor, ST&E's vice pres. traffic, Pickering Lumber, IT's gen. mgr., Preston W. Duffy & Son, SN & TS's chief mechanical officer, Trona's pres., SP's asst. gen. public relations mgr., O&N's supt., George R. Silcott, ST's supt., and Port of Tacoma's asst. mgr. Terminal Div. Accurate as of the second quarter, 1971.

For the purpose of our rosters, a short line is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.: GE, General Electric; BLHW, Baldwin-Lima-Hamilton-Westinghouse; BW, Baldwin-Westinghouse; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.

(1) ABL D1-D2 were sold to CCT, renumbered 40-41 (1963).

(2) ABL D4-D5 were originally SB 20, 22, then ABL D4-D5 (8/31/60).

(3) Almanor 106 was sold to Collins Pondosa Lumber Co. in 1955 as Big Creek & Telocast 106; then sold to Valsetz Lumber Co., renumbered 1 (1958). Inherited by Boise Cascade Corp., renumbered 1.

(4) Almanor 166 lettered Collins Pine Co.

(5) AC 9 was originally Sharon Steel 1, then AC 9 (9/65).

(6) A&MR 102 was originally Pine Flat Dam Contractors 30464, then A&MR 102 (1954).

(7) A&MR 103 was originally Naval Ammunition & Net Depot 7, then Hyman-Michaels 7, then A&MR 103 (1955), then Franko Railroad Contractors ? (1960).

(8) A&MR 104 was originally Fernwood, Columbia & Gulf D-3, then A&MR 104 (2/60).

(9) A&MR was originally Southern Pacific 1901; then A&MR 105 (1961) but was acquired for spare parts; never operated; no longer on roster. Was probably never numbered 105.

(10) CW 45 was built for Brownlee Olds Lumber Co.; purchased from the Medford Corp., on which it was number 3 (1964). Cylinders 19"x24"; drivers, 48".

(11) CW 53 was originally U.S. Govt. W8380, then Pan American Engineering W8380, then CW 53.

(12) CP&LT 1 originally had no number, then was numbered 101, renumbered 1.

Trainmen ride the pilot of California Western diesel as engineer works in No. 51. Units are backing down to tie into train at Fort Bragg, Calif., March 19, 1966.

Photograph by J. W. Swanberg, Newton, Conn.

Los Angeles Junction Railway

----	1-2	1000	Alco-GE	S2	B-B	69,000	230,000	1941	
----	3	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
----	4	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
----	5	1000	Alco-GE	S2	B-B	69,000	230,000	1949	
----	6	1000	Alco-GE	S4	B-B	69,000	230,000	1950	
----	7	1000	Alco-GE	S4	B-B	69,000	230,000	1953	

Los Angeles Union Passenger Terminal (owns no locomotives)

McCloud River Railroad

----	28	1500	BW	DRS 6-6-1500	C-C	87,300	291,000	1948	58
----	29	1500	BW	DRS 6-6-1500	C-C	87,300	294,300	1950	59
----	30	1200	BLHW	S-12	B-B	71,760	239,200	1953	24
----	31	800	BLHW	S-8	B-B	34,000	202,000	1953	60
----	32	1200	BLHW	RS-12	B-B	72,510	241,700	1955	55
----	33	1200	BLHW	RS-12	B-B	72,510	241,700	1955	55
----	34	1600	BLHW	AS616	C-C	98,760	329,200	1952	25
----	35	1500	BW	DRS 6-6-1500	C-C	98,700	329,000	1949	25
----	36-38	2000	GM-EMD	SD38	C-C	88,500	354,000	1969	
----	SP 5207	1500	BW	DRS 6-6-1500	C-C	98,700	329,000	1949	26

Modesto & Empire Traction

----	D-600	600	GE	70-ton	B-B	41,280	137,600	1947	
----	D-601	600	GE	70-ton	B-B	41,280	137,600	1949	
----	D-602	600	GE	70 ton	B-B	41,280	137,600	1952	
----	D-603	600	GE	70-ton	B-B	?	?	1955	61
----	D-604	600	GE	70-ton	B-B	?	?	1950	62
----	D-605	600	GE	70-ton	B-B	?	?	1947	63

Northwestern Pacific Railroad (owns no locomotives)

Oakland Terminal Railway

----	101	1000	BW	DS 4-4-1000	B-B	34,000	235,000	1948	
----	102	1000	Alco-GE	S2	B-B	69,000	230,000	1943	50

Parr Terminal Railroad

----	1	?	Plymouth	?	C	?	?	?	
----	2	?	Plymouth	?	B	?	?	?	
----	3	?	Plymouth	?	B	?	?	?	

Petaluma & Santa Rosa Railroad

----	1	380	GE	44-ton	B-B	22,300	88,000	1946	27
----	2	380	GE	44-ton	B-B	22,000	88,000	1942	28
----	3	380	GE	44-ton	B-B	22,000	88,000	1943	29
----	4	380	GE	44-ton	B-B	22,000	88,000	1945	30

Quincy Railroad

----	3	380	GE	44-ton	B-B	26,400	88,000	1945	

Sacramento Northern Railway

S-26	141	380	GE	44-ton	B-B	26,400	88,000	1942	32
S 26	142-146	380	GE	44-ton	B-B	26,400	88,000	1946	69
S-26	147	380	GE	44-ton	B-B	26,400	88,000	1942	33, 69
S-41	201	600	GE	70-ton	B-B	41,300	139,000	1955	66
S-41	202	720	GE	70-ton	B-B	41,300	139,000	1956	32, 67
D-62	301-303	1500	GM-EMD	F3A	B-B	59,000	237,000	1948	34, 36
D-62	301A,D	1500	GM-EMD	F3A	B-B	59,000	237,000	1948	34
D-62	WP 801D	1500	GM-EMD	F3A	B-B	59,000	237,000	1948	36
S-50	401-402	600	GM-EMC	SW1	B-B	50,000	201,000	1939	35
S-57	403	1000	Alco-GE	S2	B-B	57,600	230,400	1945	65
S-57	404	1000	Alco-GE	S2	B-B	57,600	230,400	1949	64
S-50	405	660	Alco-GE	S1	B-B	50,000	202,000	1942	68
S-57	406	1000	Alco GE	S2	B-B	57,500	231,000	1950	70
S-60	407	1000	Baldwin	VO 1000	B-B	60,000	245,000	1945	71

(13) CCT 26 was sold to Associated Metals Co., renumbered 26 (4/66).

(14) CCT 30 was sold to James C. Bruggere, Kenneth Anderson, and Henry C. Markwart for use by Bay Area Electric Railroad Asso. as CCT 30.

(15) CCT 31-32 were sold to Associated Metals; scrapped.

(16) CCT 42 was originally Northern Pacific Terminal 34, then CCT 42.

(24) MR 30 was sold to Rayonier, renumbered 203 (7/63).

(25) MR 34-35 were originally SP 5253, 5204; than MR 34-35. MR 34 was sold to Oregon & Northwestern, renumbered 4 (1969). MR 35 was sold to U.S. Steel (1969).

(26) SP 5207 was purchased by MR for parts, later scrapped.

(27) P&SR 1 was sold to SP, renumbered 1904; then sold to Pacific States Steel, renumbered 1904; then sold to Howard Terminal, renumbered 9.

(28) P&SR 2 was originally Lehigh Valley 61, then Rio Grande & Eagle Pass 10 (2/13/46), then P&SR 2 (1946), then SP 1905 (1958), then Purdy Co. 1905.

(29) P&SR 3 was originally San Francisco & Nappa Valley 50, then SP 206, the P&SR 3, then scrapped by Associated Metals (1967).

(30) P&SR 4 was originally VE 501, then SP 1903 (5/50), then P&SR 4 (1958), then scrapped by Associated Metals (1969).

(32) SN 141 was originally SF&NV 40, then SN 40, then SN 141, them sold to GE in trade for 202, overhauled, then sold to Springfield Terminal, renumbered 1.

(33) SN 147 was originally SF&NV 30, then SN 147 (1956).

(34) SN 301-302 were originally New York, Ontario & Western 501-502; then SN 301-302 (1957), then SN 301A,D.

(35) SN 401-402 were originally Western Pacific 501-502, then SN 401-402 (1965).

(36) SN 303 was originally NYO&W 503, then SN 303 (1957), then leased to WP, renumbered WP 801D.

(37) Sierra 44 was originally Sharon Steel 2, then Sierra 44.

(38) ST&E 10 was originally Chicago, Burlington & Quincy 9121, then U.S. Army Quartermasters Corps 7196 (10/12/41), then U.S. Army Transportation Corps 7196, then ST&E 10 (3/47). Scrapped 10/26/59.

(39) ST&E 11 was originally U.S. Army 7195, then Savanna Ordnance Depot 05, then ST&E 11 (2/55).

(40) ST&E 12 was originally Atchison, Topeka & Santa Fe 466, then ST&E 12 (10/61).

(41) ST&E 22 was originally Plum Brook Ordnance Works 339, then GE Nucleonic Project 339, then U.S. Army 7377 (1945), then Sunfelt Equipment Co., ?, then ST&E 22 (1957).

(42) TS 735 was originally TS 135, then TS 735 (1952), then Pickering Lumber Co. 735 (4/8/67).

(43) TS 741-742 were originally TS 141-142, then TS 741-742 (1951). TS 741-742 were retired and sold to Preston W. Duffy & Son (11/7/66). TS 741 was scrapped. TS 742 was sold to Valley Camp Coal Co.

(44) Trona 53 was originally SP 5249, then Trona 53.

(45) VC 3 was originally Garden City Western 101, then VC 3 (5/62).

(46) YW 18-19 were purchased from the McCloud River RR., where they were 18-19.

San Diego & Arizona Eastern Railway (owns no locomotives)

San Francisco Belt Railroad (formerly State Belt Railroad)

----	20-21	1000	Alco-GE	S2	B-B	69,000	230,000	1943	2
----	22-23	1000	Alco-GE	S2	B-B	69,000	230,000	1944	2
----	24-25	1000	Alco-GE	S2	B-B	69,000	230,000	1945	

Santa Maria Valley Railroad

----	10	600	GE	70-ton	B-B	41,280	137,600	1948	
----	20	600	GE	70-ton	B-B	41,280	137,600	1948	
----	30	600	GE	70-ton	B-B	41,280	137,600	1950	
----	40,50	600	GE	70 ton	B-B	41,280	137,600	1952	
----	60	700	GE	U7B	B-B	41,100	137,000	1959	

Sierra Railroad

----	40,42	1200	BLHW	S-12	B-B	59,000	240,000	1955	
----	44	1200	BLHW	S-12	B-B	?	?	1951	37

Stockton Terminal & Eastern Railroad

----	10	460	Midwest	----	B-B	32,500	130,000	1933	38
----	11	300	GE	----	B-B	22,500	90,000	1941	39
----	12	380	GE	44-ton	B-B	22,000	88,000	1943	40
----	22	500	GE	80-ton	B-B	40,000	160,000	1942	41
----	25	380	GE	44-ton	B-B	22,000	88,000	1946	57
----	505-506	660	Alco-GE	S1	B-B	50,000	202,000	1942	73
	1000-1001	1000	GM-EMC	NW2	B-B	62,760	251,040	1939-40	72

Sunset Railway (owns no locomotives)

Tidewater Southern Railway

S-26	735	380	GE	44-ton	B-B	26,400	88,000	1946	42
S-41	741-742	600	GE	70-ton	B-B	41,300	138,000	1948	43
S-41	743	600	GE	70-ton	B-B	41,300	137,600	1953	75
S-57	744 (1st)	1000	Alco-GE	S2	B-B	69,000	230,000	1948	76
S-57	744 (2nd)	1000	Alco-GE	S2	B-B	57,500	230,000	1943	50
S-57	745 (1st)	1000	Alco-GE	S2	B-B	57,600	230,400	1949	74
S-57	745 (2nd)	1000	Alco-GE	S2	B-B	57,500	230,000	1943	78
S-61	746	1000	Alco-GE	RS-1	B-B	61,850	247,000	1949	77
S-61	747	1000	Alco-GE	RS-1	B B	61,850	247,000	1949	77

Trona Railway

----	50-51	2000	BW	DT6-6-2000	C-C	106,380	354,600	1949	
----	52	1600	BLHW	AS616	C-C	107,200	357,400	1954	
----	53	1600	BLHW	AS616	C-C	97,500	324,980	1951	44

Ventura County Railway

----	1	600	GE	70-ton	B-B	35,000	140,000	1948	
----	2	600	GE	70-ton	B-B	35,000	140,000	1949	79
----	3	330	Whitcomb	50DE-58b	B-B	22,500	90,000	1947	45
----	?	600	GE	70-ton	B-B	35,000	140,000	1946	80

Visalia Electric Railroad

DS-201	501-502	380	GE	44-ton	B-B	22,300	89,200	1945	30

Yreka Western Railroad

----	18	----	Baldwin	----	2-8-2	35,700	142,400	1914	46
----	19	----	Baldwin	----	2-8-2	33,350	142,400	1915	46
----	602	800	GM-EMD	SW8	B-B	50,596	205,715	1952	47
----	603-604	099	Alco-GE	S1	B-B	58,200	194,000	1940	48

(47) YW 602 was originally Bamberger 602, the YW 602 (2/56).

(48) YW 603-604 were originally NPT 30-31, then YW 603-604. YW 603 was sold to Port of Tacoma, renumbered 703.

(49) ABL D3 was scrapped (8/70).

(50) TS 744 (2nd) was originally WP 554 (1st), then TS 744 (2nd), then OT 102 (2/25/70).

(51) AC 8 has been upgraded to 400 hp.

(52) A&MR 101 was purchased by Northern Redwood Lumber for A&MR.

(53) CW 51-52 wrecked and scrapped (1970).

(54) CW 54 was originally Wabash 307, then CW 54 (1968). Wrecked and scrapped (1970).

(55) MR 32-33 were sold to Chrome Crankshaft, renumbered 32-33 (1969); then to CW, renumbered 55-56 (1970).

(56) CW 46 was originally Weyerhaeuser Timber ?, then Rayonier 111, a 2-6-6-2T, then CW 46 (1968). It has 17" & 26"x24" cylinders, 44" drivers.

(57) CCT 25 sold to ST&E, renumbered 25 (4/71).

(58) MR 28 scrapped for parts.

(59) MR 29 sold to Magma Arizona, renumbered 10 (1969).

(60) MR 31 sold to MA, renumbered 9 (1969).

(61) M&ET D-603 was originally Cherry River Boom & Lumber 2, then M&ET D-603.

(62) M&ET D-604 was originally North Louisiana & Gulf 102, then M&ET D-604 (7/9/70).

(63) M&ET D-605 was originally Southwest Portland Cement 5, then WPC 405, then M&ET D-605.

(64) SN 404 was originally Missouri Pacific 9130, then MP 1048, then Preston W. Duffy 1048, then SN 404 (5/67).

(65) SN 403, was originally MP 9158, then MP 1053, then Preston W. Duffy 1053, then SN 403 (7/67).

(66) SN 201 was sold to Preston W. Duffy (1967), then to Sylvite and Canada Div., Hudson Bay Mining & Smelting, renumbered 10.

(67) SN 202 was sold to Prescott & Northwestern, renumbered 25 (1966).

(68) SN 405 was originally WP 504, then SN 405 (12/67).

(69) SN 142, 144-47 were sold to Chrome Crankshaft; scrapped (1970-71). SN 143 was sold to Associated Metals; scrapped (3/7/69).

(70) SN 406 was originally WP 562, then SN 406 (1970).

(71) SN 407 was originally WP 584, then SN 407 (1970).

(72) ST&E 1000 was originally GM-EMD demonstrator 889, then Union Pacific 1000, then ST&E 1000 (8/66), then WP 607. ST&E 1001 was originally UP 1001, then ST&E 1001 (8/66), then WP 608.

(73) ST&E 505-506 were originally WP 505-506, then ST&E 505-506.

(74) TS 745 (1st) was originally MP 9129, then MP 1047, then TS 745 (1st) (1967), then WP 552 (2nd) (2/12/70), then sold to Chrome Crankshaft (1970).

(75) TS 743 was sold to Preston W. Duffy, then to George R. Silcott, then to the Iowa Terminal, renumbered 76.

(76) TS 744 (1st) was originally Texas Pacific-Missouri Pacific Terminal 12, then TP-MP 1058, then Preston W. Duffy 1058 (1/25/67), then TS 744 (1st), then WP 554 (2nd) (7/7/69), then retired for scrap.

(77) TS 746-747 were originally Spokane International 207, 205; then SI 1218, 1216; then TS 746-747.

(78) TS 745 (2nd) was originally WP 552 (1st), then TS 745 (2nd).

(79) VC 2 was originally Pacific Great Eastern 554, then Andrew Merrilees Ltd. 65, then VC 2.

(80) VC ? was originally Southwestern Portland Cement 14, then WPC 7, then SPC 407, then Chrome Crankshaft 407, then VC ?.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Amador Central train is clanking westward through bucolic landscape from Martell to Ione, California, on a fine October day in 1967. The engine, No. 9, ran first on Sharon Steel line in Pennsylvania, then on the Lowellsville in Ohio.

Amador Central's No. 8 on trestle.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***When were the Bangor & Aroostook's Derby shops built at Milo Jct., Maine, and why?***

About $1,000,000 and 3 million bricks were used to complete them in 1905. The facility was billed as the second largest car shops and repair works in New England.

Their construction came as a natural result of the Northern Maine Seaport Railroad from South Lagrange to Searsport in 1905, which became the BAR's Seaport branch. The development numbered the days of the road's shops at Hartland on the Old Town branch.

2 ***(a) Information, please, on the first brakeman's lantern. (b) Can you print the words of a poem about a brakeman's lamp by C. J. Byrne?***

(a) No known date is available on the first one. Probably it burned whale oil. America's first railroads, built along the Atlantic seaboard, had easy access to such fuel. Many cities used whale oil for street lamps. Bill Knapke had a feature on railroad lanterns in our August '51 issue. (b) Yes. Here it is, entitled, "A Pal of Long Ago."

Back in eighteen eighty-three
You came on the job with me.
It was I who broke you in,
Coupling cars with link and pin.
All the members of the crew
Seemed to think a lot of you.
More than you will ever know,
Dear old pal of long ago.

Every time we made a stop,
You and I got out on top.
Stations where the board was down
We would highball through the town;
Up ahead the engine crew
Kept a watchful eye on you.
Better days we'll never know,
Dear old pal of long ago.

Like myself, you're growing dim,
And upon your nickel rim
In a sort of greenish tint
Time has left its finger-print.
There is one thing that will last:
Recollections of the past
When our lives were all aglow,
Dear old pal of long ago.

Though your frame is badly bent
And you won't seem worth a cent,
I would never part with you,
All that's left of our old crew,
Through your rusty bars I see
Many memories dear to me,
That is why I prize you so,
My lamp—my pal of long ago.

3 ***In the days of steam railroading what did the following mean: (a) bullgine, (b) cinder snapper, (c) smoking over, and (d) zulu car?***

(a) Steam locomotives. (b) Passenger who rode the open platform on an observation car. (c) A method of getting from one station to another without orders, moving along slowly, or watching for smoke of an approaching train. (d) A car carrying a farmer, his family, household goods, and livestock—all in the same car.

4 ***(a) When and where was Marconi radio first used on Canadian rails?***

Elmer Treloar, 101 California St., Highland Park, Mich. 48803

Among the successors to the first Ann Arbor ferry is No. 3, shown at loading dock in Frankfort, Michigan.

(b) When was the telephone first used in the U.S. for train dispatching?

(a) The Grand Trunk used it for train-to-station messages in 1902. (b) On the New York Central from Albany to Fonda in 1907.

5 ***What do the stars and bars on the sleeves of conductor's, trainmen's, and flagmen's uniforms signify?***

On many railroads, a star represents 25 years of service. A bar, or stripe, signifies five years of service.

6 ***What is a shoo-fly?***

It is a temporary track built and used for the purpose of detouring traffic while the permanent railway line is being reconstructed or repaired, or while some obstruction such as a flood prevents its use.

7 ***When did the air-conditioning of passenger-train cars begin?***

While there were earlier experiments with "air-cooling" of passenger cars, the history of air-conditioning as it is known today began with the testing of that facility in sleeping cars by the Pullman Company in 1927-1929, and of a coach by the Baltimore & Ohio in the latter year. In 1931, B&O put in operation the first air-conditioned passenger car.

8 ***Any early history available on Ann Arbor Railroad car-ferries?***

Yes. The early Ann Arbor car-ferries were built in 1892 to take the place of the package freighters on the run between Frankfort, Mich., and Kewaunee, Wis. Steamer *Ann Arbor* No. 1 was built at the Craig ship yards in Toledo, Ohio. Her keel was laid with a big celebration on June 10, 1892, and she was launched September 29th that same year. Her general dimensions were 267 feet long overall, 52 foot beam.

An outstanding feature of No. 1 was that she was the first triple-screw boat ever used in this country. Soon followed plans for Nos. 2, 3, and 4 and for some large barges with a 30-car capacity that the railroad hoped to tow across the lake behind the car-ferries. This did not work out, however, as the scows had no protection against bad weather. While the Ann Arbor Railroad had the first car-ferry to cross Lake Michigan, the Pere Marquette had the first steel ferry. The *Pere Marquette*, No. 15, was built in Bay City, Mich., and placed in service Feb. 19, 1897.

9 ***A brief history, please, of the New London, Willimantic & Springfield.***

New London, Conn., on Long Island Sound, while being on the main line for most points along the Atlantic coast, steamboat-wise, was without any railroad service. Then in 1847 the Connecticut General Assembly chartered the NLW&S, a proposed line to the western Massachusetts city, but never built. It was strictly an "on paper" only railroad.

The original charter granted by the state authorized the incorporators to build from New London up the west bank of the Thames River and the valleys of the Yantic, Shetucket and Willimantic rivers to the state line to connect with a Massachusetts corporation, the New London, Willimantic & Palmer Railroad. It was incorporated in that state in 1848 to build from Palmer, on the Western Railroad, to connect with the Connecticut company near the premises of one Cyrus Dunbar. On January 17, 1849, the stockholders of the two roads voted to merge, adopting the name of the New London, Willimantic & Palmer Railroad as the official rail link out of the old Whaling City.

10 ***What does the "T" mean in a 2-4-2T, or 2-4-4T?***

Tank type on a steam locomotive. It was primarily a short-run type of power with the weight resting on the driving wheels, while the water and fuel, which varied in quantity, were carried on the rear truck. Some carried water alongside the boiler. Originated about 1850, they became popular in the British Isles, and in nearly all large European cities. Their popularity peaked in the United States in the '80's and '90's.

11 ***What company made the equipment for the German subway's central-controlled traffic system?***

Siemans had the contract. Your best source for details would be German Federal Rail Road General Agency for North America, 11 West 42nd Street, New York, N.Y.

12 ***When did the Nashville, Chattanooga & St. Louis merge with the Louisville & Nashville? What became of the former's Nashville and Chattanooga divisions?***

The merger between these two roads became effective August 30, 1957. Following the merger, the L&N Nashville Division included all former NC&StL lines and branches west of Nashville to and including the Memphis Terminal, and the "Memphis Line" from Memphis to Memphis Junction near Bowling Green (the latter formerly part of the Louisville Division) and the Nashville Terminals. The Chattanooga Division included all former NC&StL lines and branches south of Nashville, beginning at milepost three, to and including the Atlanta Terminals, with one exception. Assigned to the Birmingham Division was that part of the Huntsville branch south of the Tennessee River from Guntersville, Ala. to Gadsden, Ala.

Running Extra

A friend of mine has an ancient switch key labeled NY&OM RR. Ever hear of that road?—J.T. O'Connor, 59 The Boulevard, Sea Cliff, N.Y. 11579

Information wanted on the Greenville & Northern, which operates between Greenville, S.C. and Travelers Rest, S.C.—Daniel S. Murph, Jr., 114 Montclaire Rd., Mauldin, S.C. 29662

Would like a list of the engineers on the Baltimore & Ohio *National Limited*, on the Cincinnati to Washington run, Indiana Division, from 1936 through 1944.—Harold R. Daringer, 4019 Armstrong Street, San Diego, Calif. 92111

In the Oct. '71 issue someone asked if the *National Geographic Magazine* ever had an article about American railroads. The first one appeared in April, 1923. I happen to have this issue. I would trade it for some old issues of *Railroad Magazine*. Enjoy your magazine very much. Through it I heard from a man in Topeka, Kansas, whom I had lost track of for over 60 years.—James M. McDonald, 224 Division Street, Boonton, N.J. 07005

Regarding request in Oct. '71 issue for information on non-rail-oriented magazines that feature, or have featured railroad articles, *Fortune* magazine over the years has run interesting, informative and imaginative articles on railroading. Here is a brief listing of some of them: Dec. '32, Great Northern; May and June '36, Pennsy; Jan. and Feb. '38, Pullman; Nov. '39, New York Central; July '42, Canadian Pacific; March '48, Pennsy; April '49, New Haven, and Sept. '63, Southern. (Ed. note: Some of those *Fortune* articles were written by Gilbert H. Burck, a former associate editor of *Railroad Magazine*.)

Another general interest magazine that published such material was *The Saturday Evening Post*. Included were: Canadian Pacific, Aug. 28, '48, Sept. 4, '48, and Sept. 11, '48, and *Story of the Orient Express*, July 12, '47. A fairly complete list of non-rail magazines that have featured such articles can be found in *The Readers Guide to Periodical Literature*, or *The Industrial Arts Index*.—G.J. Bernard, 4 Virginia Drive, South Hadley, Mass. 01075

According to a booklet published by the Association of American Railroads, in the beginning of 1965 there were 30,296 locomotive units in the U.S.,

Rochester Transit car 52 at Emerson St. station in Rochester, N.Y., in 1956.
Photograph by Stephen D. Maguire

29,745 were diesel-electric, 402 were electric, 93 were steam, 31 were gas turbine-electric, and 25 other kinds. Would like detailed info. on the 25 other kinds.—Robert Shepard, 21-07 Radburn Rd., Fair Lawn, N.J. 07410

Southern Railway steam-powered wrecker crane No. 903031 was scrapped recently at the Southern Converting Co. junk yard in Jamestown, N.C. Built by Industrial Works, Bay City, Mich., it was previously owned by SR subsidiary Atlantic & East Carolina Railroad. When was it built? Were there any other former owners?—Mike Small, Rte. 1, Jamestown, N.C. 27282

Information wanted on the paint scheme on the Canadian Pacific diesel-electric switcher No. 7000, shown in your Sept. '71 issue. What are the colors, when was it used, when discontinued, and what classes were painted this way?—James W. Scruggs, 3618 Princess Lane, Dallas, Texas 75229.

Any help would be appreciated to identify the author, or first publication or first rendition of the following verse: "The wheels are singing to the railroad track, If you go you can't come back. Hear the whistle blow."—George W. Pierson, Learned Professor of History, Yale University, Department of History, 1691 Yale Station, New Haven, Conn. 06520

Would like info., photos, etc., on the London & Port Stanley Rail Road that operated in southern Ontario.—J.S. Ramsey, 1597 High Rd., Kelowna, B.C., Canada.

Here is some information on the Erie wreck at Binghampton, N.Y., Sept. 5, 1933. Eastbound passenger train No. 8, pulled by locomotive 2916, was struck in the rear by a milk train pulled by locomotive 2929, about 2 miles from Binghampton station. Fourteen passengers were killed, 32 injured. The train was traveling about 20 mph. The locomotive was only slightly damaged. —Bill Gates (no address).

I want a list of the former and new numbers the Burlington Northern is using on its cabooses. I have a real fine picture of an ex-CB&Q 4-window wooden caboose repainted with the large "BN" emblem.—Robert A. Selle, 3529 Nicklaus Drive, Titusville, Fla. 32780

Retired Milwaukee conductor Bert Eberling of Inglewood, Calif., recently celebrated his 61st wedding anniversary. In the long-ago he was known as "Kid Farmer," a promising lightweight boxer. He hired out to the Milwaukee Road in 1905. During a leave of absence in the 1920's he was a stunt man in Harold Lloyd movies. His later years of service were on the Chicago-Elgin suburban line, from which he retired in 1954.

Who can furnish info. on European-type couplings?—Stewart Brown, 7423 SR 43, Kent, Ohio 44240

I just purchased a new 5-band radio that can monitor railroad operations. Can anyone supply me with the following railroad frequencies: LV, PC, B&O, and Genessee & Wyoming?—Marvin Thiel, Victor, N.Y.

What can anyone tell me about Soo Line operations?—Bob Fallat, 5134 N. Canfield Rd., Norridge, Ill. 60656

When six attractive gals paraded before a panel of judges recently in Manchester, England, in the final search for Britain's Railway Queen, 1971-72, Sandra Hawkes, 18, took the coveted title. Sandra, an audio typist at Rail House in Manchester, is the daughter of a BR trackman.

What was the cause of the frightful wreck on the New Haven in North Haven, Conn. about 1913? How many casualties?—Herbert F. Bariffi (no address).

I want to know about the Chicago Great Western. Where was its main line? Did the road use both steam and diesel?—Henry W. Richards, 328 Chestnut St., New Britain, Conn. 06051

I have read in *Railroad Magazine* several times about numbers 77 and 78 of the Mississippian Railroad being ex-Frisco. What Frisco numbers were these?—Lawrence U. Bolt, 1609 Collins Ct., Ft. Collins, Colo. 80521

I want to know the number of Pennsy GG-1 and the New Haven coach that crashed into Union Station, Washington, D.C., on Jan. 15, 1953. This train was the *Federal Express* from Boston.—Kendall P. Menut, 361 High St., Newburyport, Mass. 01950

VICTORIAN RAILWAYMEN, by P. W. Kingsford, hard cover, 8¾x5½", 182 pages, maps, index, Frank Cass & Co., Ltd., 67 Great Russell Str., London WC/B 3BT, $7.

Dr. Kingsford examines the effectiveness of the British labor force in the light of recruitment, discipline, wastage, and its relationships with the railway companies. Based on old archives, this book is the first study of the nature of British railway labor in mid-Victorian times. It is typical of the trend in historical research toward a sociological orientation.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JIM ADAMS, 131 Ritson Rd. S., Oshawa, Ont., Canada, buys books on ry. bridges, N.Y. subways and els, Singer and Woolworth bldgs.; also postcards.

RAY APPELGATE, 5611 S.W. 38th Court, Dania, Fla. 33304, buys, sells, trades trolley postcards.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120-620 and 116-616 cameras desired by many railfans for large oblong negs.; details, list free.

HARVEY BASS, 287 Valley Rd., River Edge, N.J., 07661, buys NYS&W, Erie, DL&W, NYC tts. Sells tts. (SSE).

DICK BEALL, 2550 S.W. 16th St., Miami, Fla., 33145, buys or trades FEC negs., pix.

FRED BENNETT, 33 Gabb Rd., Bloomfield, Conn. 06002, sells pix NYO&W, Third Ave. Transit. (Large SSE).

MATT BEY, 2842 Buffalo St., Attica, N.Y. 14011, trades EL lanterns for those of PC, NYS&W, NYO&W, B&O.

RUSS BLACK, 717 Mayville Ave., Pittsburgh, Pa. 15226, buys 35mm. color slides of TurboTrain, Metroliner, Super Chief, CNS&M.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rr. camera fan in Norfolk-Portsmouth, Va. area.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, also anything Fla. Buys RPO, trolley, diner matl., any rr.

DOUG BROWN, 711 N. Paulina Ave., Redondo Beach, Calif. 90277, trades 1000 hardware. Buys C&O, N&W, Lima bldrs. plates and pix.

L.H. BROWN, R.1, Box 415, Morrow, Ohio 45152, will buy book, "The Little Miami RR."

GERRY BURRIDGE, Box 152, Pte. Claire 700, Que., Canada, sells pix, slides of steam, diesel, elecs., psgrs. List 10¢ ea. Asks for Gary Olden's address.

C.A. BUTCHER, 8 Coyne Street, St. Thomas, Ont., Canada, sells steam, diesel pix of NYC, PC; list 15¢.

LEON CALLAWAY, 3421 Gurnard Ave., San Pedro, Calif. 90732, trades non-instamatic 35mm Kodachrome slides with fans in Northwest.

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys slides of NYS&W, L&NE, LV, NYO&W, D&H Laurentian.

PAUL CARTER, 173 April St., Mobile, Ala. 36608, buys or trades 8x10 pix; buys color slides, calendars, postcards, other railroadiana.

HERB CEARLEY, 6751 E. 9th St., Long Beach, Calif. 90815, sells 15 diff. designs of loco stationery, 50 diff. std. and n.g. plans. (SSE).

JIM CERVENANSKY, 3044 N. 52nd St., Milwaukee, Wis. 53210, buys pre- '64 issues of Railroad Magazine and Trains; pix of Wis. depots.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont. KIM-OZ2, Canada, buys, sells, trades Alco Baldwin, Lima steam loco bldrs. pix, catalogs.

JOE CLEGG, RFD 4, Jacksonville, Ill. 62650, sells railroad watch fobs. (SSE).

TIM COLBERT, 1008 Englewood St., Parma, Ohio 44134, trades negs., slides of CNR, PC, EL, B&LE, B&O, CTS, SHRT for those of your area.

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, will buy orig. editions of Beebe's "Highliners" and "Trains in Transition."

DICK CRANDALL, Morton Corners Rd., Springville, N.Y. 14141, buys 35mm slides of SCL Spirit of '76 diesel.

A.J. CROFUT, 1502 Washington Valley Rd., Somerville, N.J. 08876, will buy CNE brakeman's oil lantern.

BILL CRUSER, 219 Church St., Lakehurst, N.J. 08733, buys pix, negs., slides of snowplows of N.Y. and New Eng. roads.

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, will buy 35mm slides of EL F3's, RS-2's, RS-3's, Baldwin; D&H 16-19; WM 301-304.

L. DeMATTEO, 4 Amherst St., Danvers, Mass. 01923, trades Boston transit buttons for other transit, plane, bus, or steamship buttons.

HERB DANNEMAN, 14425 Woodland Pl., Brookfield, Wis. 53005, buys anything C&NW, esp. "400" train items.

V. DELLA TORRE, 116 Cherokee Lane, Mahwah, N.J. 07430, buys RF&P slides, negs., tts., emp. tts., etc.

VINCENT DeSANTIS, 196 Carbon St., Paterson, N.J. 07522, buys slides of elec. locos on CMSP&P, GN, PC; psgr. equip. on SP&S, CMSP&P, GN, EL name-trains.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN, CP; list 30¢. Buys, sells CN, CP, TH&B steam negs.

WM. DOVEL, Rte. 3, Box 45, Harrisonburg, Va. 22801, will buy 4/30, 7/30, 9/32, 3/52, 3/53, 6/60, 6/65, 9/70 issues of Railroad Magazine.

Chaplain A. L. DOMINY, USN, Naval Construction Battalion Center, Port Hueneme, Calif. 93043, buys rr. spoons, flatware. Sells keys, locks, lanterns, silver, etc.

W.L. DONNELLY, Box 6, Newton Upper Falls, Mass. 02164, sells back issues Railroad Magazine 1935-'70, incl. 30 complete yrs. (SSE).

EMMETT DOWNES, 6325 N. Sheridan Rd., Chicago, Ill. 60626, will buy steam loco bell.

PEGGY DUNN, 1402 Princeton Ave., Philadelphia, Pa. 19111, sells 5, 7, 11/71 Amtrac tts.

TERRY DURKIN, 3660 Pringle St., San Diego, Calif. 92110, will sell oil ceiling chandelier from ATSF coach, about 1880, and 11-jewel Chelsea private car clock.

JACK FESCO (retired SP engr.), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell 1938 and '47 Loco Cyclopedias, mint cond. (SSE).

GEO. FORERO, Jr., 5031 E. River Rd., Norridge, Ill. 60656, will buy Seyfried's "History of LIRR," except Vol. 3.

B. GARRETT, 4724 S. Hampton St., Dallas, Texas 75232, sells loco pix; list 50¢.

WALT GERSON, 294 Newton Dr., Willowdale, Ont., Canada, will buy "Colo. Midland," "Rambling Rails," "Golden Rails," "Granger Country," "Rails to Pacific Northwest."

JIM GILMORE, 31788 Windsor, Garden City, Mich. 48135, buys pix, negs., plans, info. on GTW steam.

LOU GOODWIN, Box 3, Northfield, Conn. 06788, will send details of Nat. Assn. of TT. Collectors exhibition, on request.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells trolley transfers. (SSE).

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will sell flood-damaged 1938-'48 Moody's RR. Manuals.

L.A. HAIGHT, 149 North St., Auburn, N.Y. 13021, will pay good price for Baker's "History of New Eng. Railroads."

MORRIS HAIMOWITZ, Rte. 1, Box 134, Belle Mead, N.J. 08502, buys proceedings of Traveling Engrs. Assn. and Master Mechanics Assn.

J.A. HANNOLD, Hammondsport, N.Y. 14840, buys psgr. car kerosene ceiling lamps, smoke bells, one square PRR marker.

TOYE HARRILL, 1018 Parkwood Ave., Charlotte, N.C. 28205, sells cassette recordings of steam from on-board and along wayside.

KEN HENRY, 540 W. 126th St., New York, N.Y. 10027, buys pix of Bluefield, W.Va. trolleys.

STEVE HOLDING, Box 654, Ft. Rucker, Ala., buys pix, emp. tts., etc. of M&B, A&SAB, LOP&G.

AL HOOPER, 2703 Princeton, Butte, Mont. 59701, buys pix of GN steam locos.

R. HUBERT, 26 Benham St., Torrington, Conn. 06790, sells 35mm and 2¼x2¼ negs. of PC, D&H, B&M, NYC, NYNH&H. (SSE).

FRANK IGLESIAS, 720 W. Grace St., Chicago, Illinois 60613, sells timetables. (SSE).

J.L. JEFFERY, 1216 Garth Dr., Kent, Ohio 44240, sells slides of B&LE, RT, N&SS, EL; also Ohio, Penna., Mich. rrs. (SSE).

C.W. JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind. 46825, sells size 620 and larger steam pix of U. S., Canadian, logging, short line rrs. (SSE).

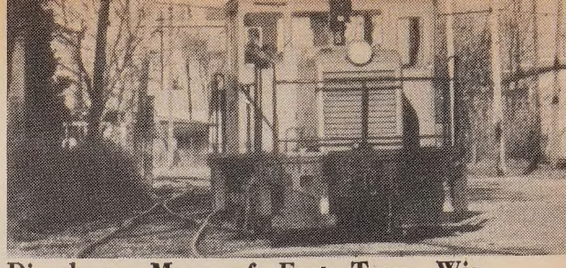
WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys Erie, NYS&W, NKP railroadiana, pix of Erie's Jersey City Terminal.

DON KAEGEBEIN, 1412 Greenlawn Dr., Munster, Ind. 46321, will sell Trains mag. 1946-'55. Buys anything Monon. (SSE).

FRANK KALAHAR, 9918 N.E. Prescott St., Portland, Ore. 97220, sells Off. Guides, rr. books, calendars, back issues Railroad Magazine, Trains. (SSE).

JACK KANE, 1 Christmas Tree Lane, Rutland, Mass. 01543, sells dupl. Kodachrome slides of diesels, psgr. cars, cabooses. List and sample 50¢.

STEVE KELLOGG, 2053 Hogarth, Toledo, Ohio 43615, buys ATSF color psgr. car pix.



Diesel on Mun. of East Troy, Wis.
A.H. Hennick, Wayzata, Minn. 55301

CHALMERS KERR, 2909 First Ave., San Diego, Calif. 92103, wants stories, anecdotes, pix, etc., on construction, operations, shipping of SNCF 141R 2-8-2's.

Mrs. MARY KNOFF, 120 Yuba Court, San Bruno, Calif. 94066, sells new Adlake globes, kerosene lanterns, switch and marker lights, parts, etc. (SSE).

ROG KOSCIK, 141 E. Potter St. Wooddale, Ill. 60191, sells color slides of trains, trolleys, transit, museums. (SSE).

LARRY LAU, RD. 2, Center Valley, Pa. 18034, buys pix, negs. of Monon locos, psgr. cars, etc.

MARCUS LAWSON, (What is your address?), buys pre-1925 postcards of trolleys, rrs., stations.

JOHN LEE, Box 235, Torrance, Calif. 90507, buys Indiana trolley pix, transfers, tts., news items, waybills, forms, etc.; also Off. Guide, 1920-'30.

DENIS LEWIS, 96 Crescent Rd., Liverpool L9-2AR, England, trades rr. uniform buttons, badges, p.c. size loco pix.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, sells 35mm color slides. List, SSE and 10¢.

H.M. LOGAN, 24 Burpee St., Edmundston, N.B., Canada, buys rosters of Intercolonial, GT, Canadian Northern.

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells railroad photos. (SSE).

BILL MADDEN, 28-53 Utopia Pkwy., Flushing, N.Y. 11358, buys H&M railroadiana.

R.E. MAHONEY, 21 Taylor, Canisteo, N.Y. 14823, sells bldrs. pix of foreign and U.S. steam. Info., SSE and 25¢.

ED McGRATH, Box 376, Mahanoy City, Pa. 17948, buys, sells, trades switch keys. Sells rulebks., emp. tts., tts. List for SEE or your list.

BOB McVAY, Box 625, King City, Calif. 93930, sells PE tts. 1922-'37, PE maps '41-'47, PE 35mm dupl. slides. (SSE).

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys color movie of Chicago and Minneapolis areas, rrs., interurbans, trolleys.

RALPH MILLER, 742 W. St. Paul, Waukesha, Wis. 53186, sells, trades wreck and old depot postcards. (SSE).

BOB MILLS, Box 6587, Lemay, Mo. 63125, buys cancelled rr. stock certifs., bonds, trip tkts., sw. keys, etc.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w pix, negs., other railroadiana. (SSE).

DAN MOSS, 405 Byron Ave., Mobile, Ala. 36609, will send you info. on Railroadiana Collectors Assn. (SSE).

LARRY MOSS, RD3 Crocker Hill Rd., Binghamton, N.Y. 13904, buys orig. 35mm slides of Baldwin centipedes, babyfaces; FM H24-66's; Alco DL-109's.

LEE MOUNTAIN, 22608 Ocean Ave., Torrance, Calif. 90505, buys Indiana Union Traction transfers, tts., pix.

STEVE MUMLEY, 23 N. Main St., White River Jct., Vt. 05001, buys C&C pix.

CARL MUNCK, 2007 Betz Rd., Bellevue, Neb. 68005, buys pre-1935 negs. of RUT, NYO&W, D&H. Buys pix, negs. of D&H 2-6-0, 2-6-6-0.

JOHN MYERS, 1052 West Lake Dr., Desoto, Texas, 75115, buys pix of FDD&S, DM&CI 44-tonners, 70-tonners.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC or Fla. rrs.; buys, trades, sells tkts., RPO cancellations, any rr.

DAVE NESTLE, RD. 2, Ray Rd., Greenwich, N.Y. 12834, sells variety of railroadiana. List 25¢, refundable.

T.A. NYCHALK, 58 W. Maple Ave., Morrisville, Pa. 19067, will buy Railroad Magazine 1946-'49, Trains '40-'47.

R.L. OAKLEY, Box 113, Apache Jct., Ariz. 85220, buys rr., and express co. wax sealers.

S.R. OSMENT, 1024 N. Jefferson, Wellington, Kan. 67152, will sell 19-jewell Hamilton watch 1282359. (SSE).

JIM PALLAS, 45-35 163rd St., Flushing, N.Y. 11358, buys color slides, emp. tts., pre-Amtrak tts. of SCL, PC, EL, D&H, UP, SP.

LARRY PATTON, 911 Dickerson Lane, Blackburg,

Va. 24060, sells steam and diesel pix. (SSE).

T.J. PELLETIER, Box 64, Palouse, Wash. 99161, will sell 20 pix in frames. (Ed. asks: What kinds of pix?)

PAUL PIETRAK, Box 76, North Boston, N.Y. 14110, writing book on Coudersport & Port Allegany history, needs photos. Will return all pix promptly.

LOU POLINIAK, 1017 N. Washngton St., Shamokin, Pa. 17872, sells RDG block records of 1920 and Bullinger's "RR. and Postal Guide" of 1934.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys CNS&M items; also tts. and dater dies of other rrs.

JOE QUINN, Box 1044, Tllson, N.Y. 12486, sells steam pix of 1930's, '40's; list 35¢.

GEOFFREY RADOFF, 313 Brentwood Rd., Havertown, Pa. 19083, wants to know your favorite photo locations along East Coast. Duplicate photos given free to location-senders.

MIKE RAYMOND, 545 Greenfield Court, Upland, Calif. 91786, buys slides of n.g. diesels in Hawaii, Calif., Central America.

RALPH REDDINGTON, Columbiana, Ohio 44408, will sell Trains, Vols. 1-10, excel. cond.

F. REEDER, 315 15 St., Charlottesvlle, Va. 22903, sells, trades switch keys. (SSE).

JIM REID, 4584 Brentlawn Dr., North Burnaby BC, Canada, trades U.S. rr. postcards for Canadian ry. postcards.

R. REPPERT, 228 Crooked Lane, King of Prussia, Pa. 19406, will sell Northwestern Motors std.—gage, lightwt., 9-hp. 4-man railcar, excel. cond.

TONY REZNAK, Jr., Box 755, Wilkes-Barre, Pa. 18703, sells his book, "Steam of the D&H," and D&H Sesqui cloth patches.

JACK RINER, Rte. 1, Warsaw, Ind. 46580, will buy photo of Leanin' Tree train car T804 going through Timberline Country, C&S narrow-gage, climbing Boreas Pass.

L.B. ROBERTS, 120 King Road, Elma, N.Y. 14059, trades switch keys; what have you?

CARL ROMER, 361 N. Pratt St., Ottawa, Ohio 45875, sells emp. tts., rr. calendars, bks., trainman's time bk., tr. orders, sw. key, etc. (SSE).

DON ROSS, 3821 Crater Lake Ct., Irving, Texas 75062, sells pix, negs., mostly size 616, steam, diesel. List, sample 50¢.

E.W. ROSS, 1428 46th St., North Bergen, N.J. 07047, will buy slides or color pix of PC 4626, 4902 in black.

RON SALISBURY, 7439 N. Judson St., San Diego, Calif. 92111, will buy UP, ATSF '72 calendars.

BRUCE SAYLOR, 2836 Leon Ave., Audubon, Pa. 19407, buys rr. and trolley postcards.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, will buy mail crane.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells tts., other railroadiana; list 10¢.

HARRY SCHIMM, 869 164th St., White Rock, B.C., Canada, buys diesel negs. of CN, CP Prairie Region, NAR, PGE, QNS&L, NFLD, CV, DW&P.

TED SCHNEIDER, 3812 Old Dominon Blvd., Alexandria, Va. 22305, buys pre-'55 Pennsy eastern area emp. tts., esp. PRSL Atlantic Div., PRR Baltimore Div.

SAM SCOTELLARO, 741 Lansing St., Utica, N.Y. 13501, buys diesel color postcards, slides; corresponds with diesel fans.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts. of many eastern and some western rrs.; rr. bks.; tkts.; list 50¢.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells color pix, slides, postcards of D&H Laurentian and steam. (SSE).

TOM SIEMBIEDA, 10501 Yolanda, Northridge, Calif. 91324, sells small silver B&O uniform buttons.

DICK SLATTERY, 82-46 135th St., Kew Gardens, N.Y. 11435, buys LV tts. of late 1950's.

JOHN SMISSAERT, 49 Lyford Dr., Tiburon, Calif. 94920, will buy CERA's 1962-'63 annuals on CNS&M.

HARTLAND SMITH, Box 452, Birmingham, Mich. 4801, buys used Blackhawk rr. films.

R.L. SMITH, 246 Middlefield Dr., Akron, Ohio 44312, sells ceramic bottles modelled after CP 4-4-0 "Jupiter" and cars; info. and pix 25¢.

RON STAEFORD, 102 Cove Dr., Edinboro, Pa. 16412, will trade 3 EL branch tts. for 5 Monon station slides.

WES STEAD, Box 92, Effingham, Ill. 62401, buys pix CRI&P wrecks at Ruleton Kan. 7/11/42 and Flagler, Colo. 1/20/45 and Jones, Kan. 4/17/45. Will buy 2/41, 3/41 Trains mag.

SETH STEVENSON, Kennan, Wis. 54537, sells variety of interurban pix. (SSE)

H.F. SULLIVAN, 21 Robin Rd., West Hartford, Conn. 06119, will sell book, "Northern Rails."

JOHN SUSKEWICA, Jr., 349 Roosevelt Rd., Pittsburgh, Pa. 15237, wants to hear from other reefer fans.

W.R. SWANSON, 5729 28th Ave. NE., Seattle, Wash. 98105, buys pre-1966 calendars of SP&S, NP, GN, GMSP&P. Has Baldwin Loco, mag., Off. Guides, PRR calendars to trade.

JIM TERRELL, Box 31, Telluride, Colo. 81435, buys, trades, sells emp. tts., other railroadiana, esp. Colo. rrs. (SEE)

E.L. TOMBERLIN, Box 2295, San Leandro, Calif. 94557, buys names and locations of zoo, park, other midget rr. operations, also sidewalk tractor-drawn trains.

C. TRUDEL, Box 597, Montreal 215, P.Q., Canada, wants fans to take pix of transportation modes, esp. in Toronto. (SSE)

JERRY VASS, Box 457, Telluride, Colo. 81435, will sell a 50,000-gal. n.g. redwood water tower. Write for details. (SSE)

GEO. VESLEY, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457, sells diesel bldrs. plates cast in stainless steel, cast iron, brass.

D. VOYTANIC, Box 19, Chicago Ridge, Ill. 60415, will sell CNS&M airhorn, whistel, gong, signal bell. (SSE)

BOB WAGNER, 333 E. 34th St., New York, N.Y., 10016, will buy pre-1934 Pullman Co. "List of All Cars"; trades duplicates.

LEN WALLIS, 12 Lake Street, St. Catherines, Ont., Canada, buys, trades, sells rr., aviation, and ship postcards.

A. WANG, 303 Murphy St., Lafayette, Ind. 47905, will sell Fielder's "RRs, of the Black Hills," Crump's "Skunk Story," Armitage's "RRs. of America," Beebe's "Highball."

TODD WEBB, Box 636, Hancock, Mich. 49930, will sell Buda Buddy model F-1-B motor car.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif. 95803, will sell 1945 SP tt., rr. postcards, back issues Railroad Magazine.

RALPH WICKENS, Edgemore Rd., Montauk, N.Y. 11954, will sell WU sounder with arm and desk mount.

A.R.W. WOOLLER, 134 Kingsdowne Ave., South Croydon, Surrey, Cr2 6QR, England, is compiling "Flying Scotsman" scrapbook. Welcomes help from anyone.

HOWARD WORLLBY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys anything P&WV, WSB, or predecessors P&WV, WSB steam loco diagram books.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07023, sells steam negs. of AT&SF, other western rrs. Sells diesel negs. on approval.

EVERETT YOUNG, Box 2468, Pikeville, Ky. 41501, buys action slides pix of Monongahela Ry. Baldwins.

C. ZALKAUSKAS, Star Rte. 2, Downsville, N.Y. 13755, buys phonograph records of train sounds.

E. ZEHNDER, 325 Lardner St., Philadelphia, Pa. 19111, buys slides, negs of Pennsy and RDG steam locos. Buys, trades slides of PC, B&O, RDG.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of these hard-cover books: "The Story of American Railroads," by Holbrook, 468 pages, illust., biblography, index. (1947), $10; "Virginia Railroads in Civil War," by Johnston, 336 pages, illust., bibliography, index, (1961), $3.50; "History: Brotherhood of Ry. Carmen of America," by Painter, 228 pages, illust., index, (1941), $1.50; "Railway Accidents of Great Britain and Europe," by E.L. Bellow, 334 pages, illust., index, (1970) $8; "History: Bro. of Ry. Clerks," by Denton, 209 pages, illust., (1960), $1.50; "Western Trains," by Steinheimer and Sims, 71 large pages, mostly superb photos, little text, index, (1963), $5. All excel. cond., postpaid.

Model Trading Post

O. BARNES, Box 89, North Jackson, Ohio 44451, will sell 13 Maerklin 4030, 4031 HO-gage metal psgr. cars. (SSE)

PHIL GILES, 33 Arcadia Lane Hicksville, N.Y. 11801, sells Lionel catalogs 1957-'66, new cond. (SSE)

JIM GRAVES, 14481 57th Ave. S., Tukwila, Wash. 98067, trades Lionel O-gage cars or catalogs for pre-1950 tts. (SSE)

GEO. GROFF, 323 Hollister, Rockford, Ill. will sell his HO scale collection.

C. HUBER, 850 E. Gorham St., Madison, Wis. 53703, buys HO-gage psgr. cars of Laconia, Sampson, Am. Beauty, Red Bell, A&C.

DREW MEOLA, 9 Dubois St., Middletown, N.Y. 10940, makes HO scale rr. cars to order.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys toy train catalogues, Meccano, Erector catalogs, manuals.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will trade for HO-gage Ma&Pa 2-8-0 and Rio Grande 2-6-0 locos in poor cond.

K.Y. SHATTOCK, 1600 70th Ave., Oakland, Calif. 94621, will sell O-scale traction cars, prototype Key System, SN drawings. (SSE) ●

Pen Pals Wanted

T.C. Harrill, 1018 Parkwood Ave., Charlotte, N.C. 28205, released from hospital, says he will now fill all his obligations.

John Smythe (15), Box 392, Brookville, Mass. 02326, wants to hear from girls interested in railroads.

Billie Summers (16), 520 E. Third Ave., San Mateo, Calif. 94401.

David Cohen (27), 35 East 40th Ave., Vancouver, B.C., Canada, wants pen pals in Michigan, Illinois, Iowa, and Kansas.

Mrs. Ida E. Webb, Rte. 1, Thomaston, Ga., 30286, has had two nerve operations on a foot, unable to walk, needs cheer-up letters and cards.

Debra Tingley, 295 Main St., Milford, Pa. 18834, wants pen pals in their early teens.

Cris James (14), 737 Linden St., Lewiston, Ida. 83501.

Nadine Porter (16), 1340 North 23rd Ave., Birmingham, Ala.

Laura Inger (14), 64 W. 7th South, Salt Lake City, Utah 84101.

Curt Huber (24), 850 E. Gorham St., Madison, Wis. 53703, will correspond with anyone interested in passenger cars and operations, back-packing, or photography.

Mrs. June Clark, 8 Herbert Drive, East Brunswick, N.J. 08816, wants to hear from railfans, male and female, living in area of Elkins Park, Pa. ●

Abandonments (November list)

Baltimore & Ohio—20.24 miles, abandonment Wharton branch, Sabula, Pa., to Medix Run, Pa., 1.36 miles; Lincoln St., Portsmouth branch, Portsmouth, Ohio.

Lehigh Valley—1.26 miles, Drifton, Pa., to Freeland, Pa., 0.76 miles, South Heberton branch, Freeland, Pa.

Chesapeake & Ohio—1.4 miles, East Side Dexter St., Ionia City, Mich.

Total miles of abandonments (excluding abandonments of operation) authorized by the Interstate Commerce Commission for the month of November, 1971.—25.02. ●

Coming Events

Feb. 19-20: "Winter Spectacular" at East Broad Top, Orbisonia, Pa.

Feb. 22: Special Copper Canyon Circle Tour by bus, train, and boat: Laredo, Texas; Monterrey, Durango, Mazatlan, La Paz, Los Mochis, Copper Canyon, Chihuahua, and El Paso. 12 days of rail travel in Mexico. Contact Victor Teach, Aptdo. 4048, Monterrey, Mexico. There is room for only 32 passengers, all double occupancy.

March 4-19: Mexico-in-spring fun-train trip includes San Luis Potosi, Mexico City, 160-mile new railroad with 12 tunnels, Puebla-Veracruz mountain line via Veracruz-Mexico City on former Mexican Electric route; Guadalajara-Mazatlan Pacific with 35 tunnels, big bridges; Sufragio-La Junta Copper Canyon route with 89 tunnels, 35 bridges, and La Junta-Juarez CH-P route via Madera-Nuevo Casas Grandes, freight only. Other rail and trolley attractions. Rates begin at $540; various trip starting points. Contact Howard B. Thornton, Midwest Travel Service, 2936 Bella Vista, Midwest City, Okla. 73110.

March 4; also April 4, 6, 15, 18, 22, 26, 29: May 4, 6, 13, 17, 25, 27; June 6, 10, 14, and 22. Niagara Falls tour from Windsor, Ont., by train and bus connections. Adults $21 and $23; children special rate. Other rail tours to Toronto and Ottawa. Emarcy Tours, P.O. Box 1287, Detroit, Mich. 48231.

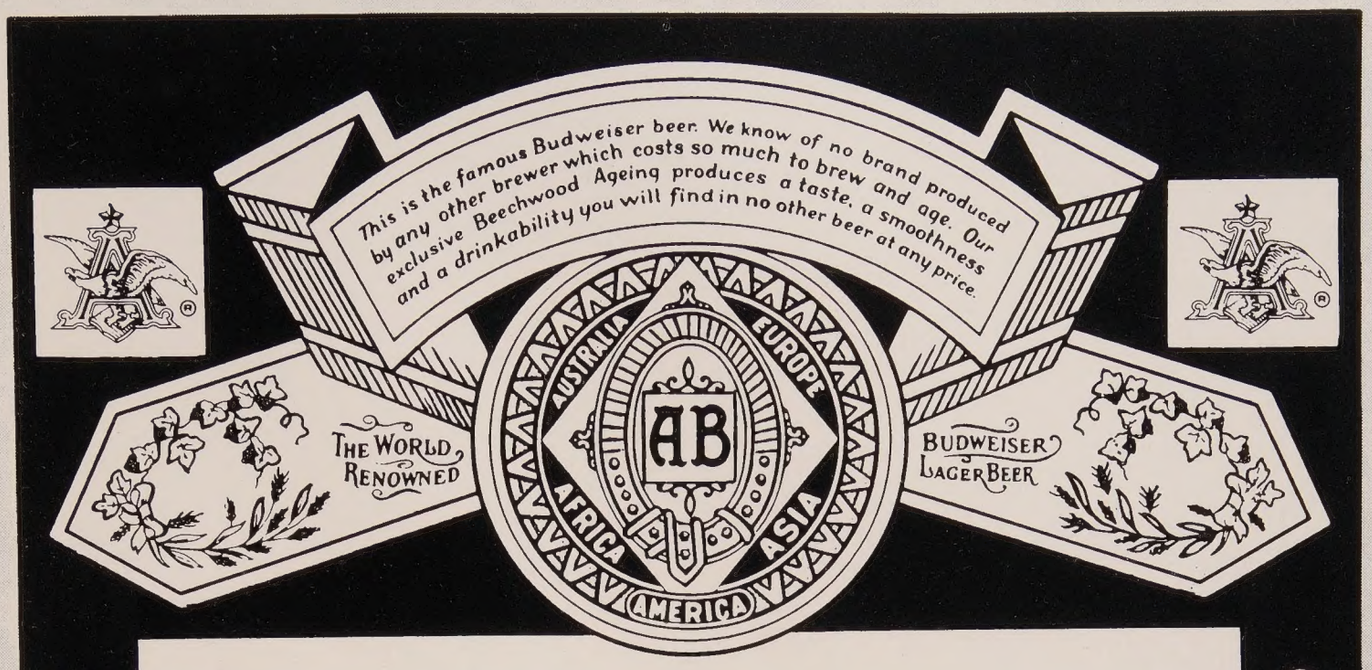
March 31-April 3: South Pacific safari featuring 659 miles by steam, Wellington to Auckland, N.Z. A South Island "JA" pulling wooden coach train. Fare begins at $87. Final date for bookings March 15, 1972. $20 deposit required. South Pacific Steam Safari Committee, c/o Railway Enthusiasts Society, Inc., P.O. Box 2649, Auckland 1, New Zealand.

April 8-9: Week-end features Red Arrow and SEPTA trips and Railroad Buffs Assn. convention banquet, Philadelphia. Contact Robert M. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

May 12-28, June 9-25, and Sept. 1-17, a rail ramble through England, Scotland, and Wales. Large, small, old, new, standard, and narrow-gage railways. Steam, electric, and diesel locos plus the London underground. Visits will be made to railway workshops, museums, and preserved lines. Plans include other historic points of interest. For a brochure of trips write Mrs. D. H. Wallace, Madison Travel Bureau, 28 Waverly Place, Madison, N.J. 07940. ●

Canadian National Roster Notes

W.E. Miller adds two listing of locos to our Canadian National roster (Nov. '71) 2300-2319, class MF-36a, assigned to CN, 3600 hp., built in 1970 by MLW, model DL-636M, with C-C wheel arrangement, 74,000 lbs. tractive effort, weighs 388,000 lbs. Also 5921-5929, class GF-30 assigned to GTW, 3000 hp., built in 1970 by GM-EMD, model SD40, with C-C wheel arrangement, 70,000 son, N.J. 07940. ●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